

The Hongkong Telegraph.

WEATHER FORECAST
RAIN
Barometer 29.02

May 16, 1913, Temperature a.m. 74, p.m. 75; Humidity...81, 77.

(ESTABLISHED 1881.)
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May 16, 1912, Temperature a.m. 81, p.m. 85; Humidity...90, 79.

9098 晚二十月四年丑癸

SATURDAY,

MAY 17, 1913.

六拜禮

號七十月伍英曆西

836 10th Avenue
Singapore 10 Canto.

TELEGRAMS.

BRITAIN & GERMANY.

NEW SPECULATIONS.

Reuter's
[Service to the "Telegraph."]
London, May 16.

The question of Anglo-German relations is again to the front. Their Majesties the King and Queen leave for Berlin on Monday to attend the wedding of the Kaiser's daughter, and they have decided to stay nine days instead of four.

Though it is announced that the visit is of a purely family character, the Press of both countries associates the extension of the visit, together with the unexpected arrival of Lord Morley in Berlin, with a possible pending development of Anglo-German relations.

Lord Morley has repeatedly assured interviewers that his visit is merely a holiday, but the German Press recalls that Lord Haldane's visit was also persistently described as private.

The Baghdad Railway.

A further subject for Press discussion has been afforded by the announcement that Anglo-Turkish Agreements are shortly to be signed recognising a British Protectorate at Koweit, conceding the right for the construction of a railway from Koweit to Basra, which will be the terminus of the Baghdad Railway, and providing for the appointment of British directors.

While the inspired German Press declares that the Baghdad Railway negotiations have been conducted in the most friendly spirit and that German interests are in no wise injured, the unofficial journals are uneasy in tone and express the opinion that Great Britain has again stolen a march on Germany in bargaining with a helpless Turkey to obtain the control of the gulf section of the Railway.

Lord Morley's "Mission."

The "Vossische Zeitung" asserts that Lord Morley is on a mission concerning not merely the Baghdad Railway and other Near Eastern questions, but also Colonial, and especially Central African, affairs.

SUFFRAGISTS ACTIVE.

NATIONAL GALLERY OUTRAGE.

London, May 16.

A package of cartridges, to which a large stone was attached, wrapped in a copy of the "Suffragette," was found in the precincts of the National Gallery. It had been thrown over the railings, evidently in the hope of causing an explosion.

A bomb was discovered outside a hotel at Drentwood, Essex. Mr. Churchill's Children Guarded. Mr. Winston Churchill's children and nurse are guarded by detectives on their walks in consequence of threats of kidnapping.

A bomb has been found in the Chapel at Dalkeith Park, belonging to the Duke of Buccleuch.

A sacred picture in a church at Eastbourne has been defaced by the writing of the word "Votes." The woodwork of the organ loft of the same church was found to be on fire, but, fortunately, it was quickly extinguished.

More Bombs.

Later.

Five more bombs have been discovered in London, and one under a paw in a church at Hastings. In some cases the fuses had gone out.

The theory is that the bombs are intentionally harmless, but they suffice to continue the scares.

TELEGRAMS.

AMERICA AND JAPAN.

A WISE PRECAUTION.

Reuter's
[Service to the "Telegraph."]
London, May 16.

Reuter's correspondent at Washington wires that, in order to avoid misinterpretation, President Wilson has decided that, while the negotiations are proceeding with Japan in reference to the Californian Alien Land-ownership Bill, there shall be no naval or military movements outside the ordinary routine.

This decision has been announced in view of reports that Army and Navy manoeuvres were contemplated which are outside the plans arranged months ago. These apparently were based on orders to two companies of Coast Artillery to proceed to form a permanent garrison at Hawaii in accordance with the recommendations contained in the last report of the Secretary of War.

GOVERNOR OF CEYLON.

MR. H. J. TENNANT NAMED.

London, May 16.

The "Morning Post" states that Mr. H. J. Tennant, Liberal M.P. for Berwickshire, and Parliamentary Under Secretary for War, will be appointed Governor of Ceylon.

[Mr. Tennant is a brother-in-law of Mr. Asquith and a son of Sir Charles Tennant. In 1911 he was Chairman of the Advisory Committee on Fisheries to the Development Commission; and has given much study to labour questions. His wife, as Miss Abraham, was formerly Superintending Inspector of Factories.]

HOME CRICKET.

THE LATEST RESULTS.

London, May 16.

M. C. C. beat Kent at Lord's by six wickets. Nottingham beat Lancashire at Old Trafford by an innings and 24 runs.

DUTCH NAVAL TROUBLE.

ANTI-MILITARIST SAILORS.

London, May 16.

Reuter's correspondent at the Hague says it is officially announced that one hundred blue-jackets have sailed from the Dutch East Indies, of whom it is proposed to dismiss from the service 97 who have anti-militarist tendencies.

FRENCH MILITARY POLICY.

CONFIDENCE IN GOVERNMENT.

London, May 16.

Reuter's correspondent at Paris wires that the Chamber of Deputies, after a lively debate on the Government's decision to keep the two years' men with the colours pending the passing of the Three Years' Service Bill, passed a vote of confidence in the Government by 315 votes to 241.

TELEGRAMS.

THE BALKAN CRISIS.

A RUSSIAN VOTE.

Reuter's
[Service to the "Telegraph."]
London, May 16.

A message from St. Petersburg states that M. Sazonoff has submitted to the Duma a Bill to grant £90,000 for the assistance of the Montenegrin people.

The Peace Conference.

The new Balkan Peace Conference assembled at St. James' Palace, on Monday.

Sir Edward Grey received on Thursday three Turkish delegates. The Bulgarians, including M. Danef, arrived on Thursday evening.

Herr von Jagow, German Foreign Minister, has returned to Berlin after thoroughly discussing foreign affairs with Count Berchtold, the Austrian Foreign Minister.

MANCHESTER CUP.

LORENZO WINS EASILY.

London, May 16.

The result of the race for the Manchester Cup, run to-day at Manchester, over a distance of a mile and a half, is as follows:—

Lorenzo 1.
Fiz Yama 2.
Adam Bede 3.

Twenty-four ran; won by four lengths, half a length separating second and third.

The betting was:—9-2 Lorenzo; 6-1 Fiz Yama; 20-1 Adam Bede. The place betting was 7-4 Lorenzo; others proportionate.

THE DERBY.

LATEST BETTING.

London, May 16.

The latest betting quotations on the Derby are:—
9 to 2 against Louvois.
9 to 2 against Craganour.
100 to 8 against Nimbus.
20 to 1 against Cantilever.

SIR CURTIS BENNETT.

London, May 16.

Mr. Curtis Bennett, who was recently appointed Chief Police Magistrate in the Metropolis, has received the honour of Knighthood.

AVIATOR BOUND OVER.

London, May 16.

M. Brindejone, the French aviator who landed at Hendon recently and contravened the new flying regulations, was bound over, at Bow Street, for failing to notify his arrival.

"KENILWORTH CASTLE."

London, May 16.

A message from Cape Town states that wireless communication has been established with the liner Kenilworth Castle.

TELEGRAMS.

A TERRIBLE FIRE.

MILLION DOLLARS DAMAGE.

Reuter's
[Service to the "Telegraph."]
London, May 17.

A fire at Buffalo destroyed the Erie Railroad's elevator containing 700,000 bushels of grain.

It then leaped over Buffalo Creek and destroyed the freight sheds of the New York Central Railroad.

The total loss is estimated at a million dollars (Gold).

THE KONGO.

GUNNERY TRIALS.

London, May 17.

The Japanese battle-cruiser Kongo completed most searching trials in the Irish Sea yesterday with a salvo from sixteen guns, half 14-inch and half 16-inch. The total weight fired simultaneously was eight and a half tons.

During the trial, which was altogether successful, over 27 tons of projectiles were used.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—Trinity Sunday; 18th May, 1913. Holy Communion (8.15 a.m.); Matins (11 a.m.) (Full Choir); Responses, Festal; Venite, Tacker; Psalms, 91st and 92nd (Barby) only; Te Deum, Hopkins in G.; Benedictus, Troutbeck in G.; Anthem, "Holy, holy, holy" Stanford, Hymn, 160. Evensong (5.45 p.m.); Responses, Festal; Psalms, Stainer; Troutbeck; Magnificat, Lemon (25th morning); Nunc Dimittis, Garrett (25th evening); Hymns, 163, 169, 16.

St. Andrew's Church, Kowloon.—Trinity Sunday, 18th May, 1913; Matins, Responses, Festal; Venite, 18th Day; Psalms, AC; Barby, 2nd chant; XCI; Felton; XCI; Smart, Te Deum; Lawes; Cooke, Hopkins; Jubilate, Good; Son; Hymns, 181, 160, 281; Kyrie, Mendelssohn, Evensong, Hymn, 516; Responses, Festal; Psalms, Stainer; Troutbeck; Magnificat, Macfarren; Nunc Dimittis, Barby; Hymns, 160, 510 (tune 165), 215.

St. Peter's Church.—Sunday, May 18th. Morning Service, and Holy Communion, 11th a.m. Preacher—Rev. D. B. Reynolds; Evening Service, 6.15 p.m. Preacher—Rev. D. B. Reynolds; Gospel Service at Stamen's Institute 8 p.m.

Union Church, Kennedy Road.—Morning Worship, at 11 a.m.; Evening Worship at 8 p.m. Preacher—Rev. J. Kira Macdonald; Christian Science Services, Macdonald Road, Sundays, 11.15 a.m.; Wednesdays, 6.30 p.m.

BURIED IN A MOTOR BOAT.

The funeral of Miss Saunders, the only daughter of Mr. Samuel Saunders, the well-known builder of motor-boats, took place at East Cowes, Isle of Wight, recently.

The body of the deceased lady, enclosed in a leaden shell, was placed in a mahogany motor-boat hull, and this, placed on a trolley, was drawn to Whippingham Cemetery by employees of the firm.

Here the motor-boat containing the remains was buried in the presence of a large crowd of people.

TELEGRAMS.

CANADIAN NAVAL BILL.

PASSED THIRD READING.

Reuter's
[Service to the "Telegraph."]
London, May 16.

The House of Commons at Ottawa has agreed to the third reading of the Navy Bill. The Opposition did not further oppose the closure, but re-introduced amendments, including a demand for an annual appropriation instead of a lump sum of \$35,000,000, but all the amendments were rejected.

A motion by Sir Wilfrid Laurier to suspend the Bill for three months was defeated on a straight party vote, and the Bill was read a third time.

The Senate takes up the Bill next week.

The Liberal Press is now less confident of its rejection by the Senate.

A FLOATING PALACE.

Impressions of the "Empress of Russia."

Many magnificent ocean liners have come into Hongkong harbour in its day, but it is doubtful if ever a more luxuriously fitted or better found vessel has been seen here than the new Canadian Pacific Railway Company's "Empress of Russia," which was yesterday thrown open to public inspection. In all close on 500 residents availed themselves of the invitations issued, and each a "very one" was delighted with all that they saw on board. Tea and other refreshments were served, and the orchestral band of the 2nd. Dr. D.C.L.I. supplied an excellent programme of bright and tuneful music. Captain Beetham greeted the guests on their arrival, and the officers of the ship were most courteous in showing folk round.

Next to the immensity of the liner and the feeling of roominess which is everywhere apparent, the chief point which strikes one about the new steamer is the minuteness with which the comfort and convenience of passengers has been considered. This is evidenced everywhere. All the cabins and state-rooms are magnificently appointed, the colour schemes varying considerably, but all being marked by a distinctive distinctness and charm.

The suites which comprise bedroom, sitting-room and bathroom are particularly well designed and should prove extremely popular among those who wish to travel under conditions of the utmost comfort. The ventilation of the cabins, too, is worth commenting upon. By a "Thermos" arrangement, cold or hot air is pumped into the rooms as is desired, and, in addition, there is a fan in every cabin. The "Thermos" system of ventilation applies, indeed, to all sections of the vessel, even down to the storerooms.

In the beautiful first-class saloon, which is done out in pure white, with old rose curtains, the same point of consideration for the passengers is apparent. The tables are arranged in little groups, to suit the convenience of parties, while those who wish to dine in semi-privacy can do so at tables set in pretty alcoves, where special dinner parties may also be given. One of the most striking apartments in the whole vessel is undoubtedly the extremely spacious and luxuriously appointed first-class smoke-room, which needs to be seen to gain any true idea of its attractiveness. Like all modern liners, the Empress of Russia is equipped with a very fine gymnasium, and visitors to

TELEGRAMS.

COMMANDER EVANS.

HONOURED BY THE KING.

Reuter's
[Service to the "Telegraph."]
London, May 17.

Commander Evans is home from the Scott Expedition. He had an audience with His Majesty the King, who conferred on him a Companionship of the Order of the Bath.

The steamer yesterday were much taken up with the arrangement of this apartment. There are ladies' and gents' riding saddles, a rowing boat arrangement, electric massage, Indian clubs, weighing machines, etc.—in fact, every type of apparatus which one needs to keep fit aboard ship. The deck space, too, about the ship is most extensive, one of the promenade decks being no less than 420 feet in length, while aft it extends for a hundred feet clear across the vessel. Forward, an enclosed section with observation windows gives a sheltered promenade of over two hundred feet.

These are a few points about the vessel which will show what a magnificent ship she is. She may rightly be described as a floating palace; and the man or woman who could not find comfort aboard the latest "Empress" would never find it anywhere.

AN INFECTED PORT.

Netherland-India Quarantine against vessels From Hongkong.

Information has been received that, according to a telegram received yesterday from Batavia the Netherlands-Indian Government has declared Hongkong an infected port on account of plague.

The importation of the following articles from Hongkong or transhipped at this port is temporarily prohibited.

(i.) wearing apparel, old and worn clothes, household effects for daily use, used bedding, unless these goods are transported as personal luggage or in consequence of removal, (ii.) rags.

Refuse of new goods coming direct from the weaving-mills, from workshops, where apparel is made or from bleaching-establishments, artificial wool, and cutting of new paper, are not considered as rags.

All goods, of which the importation is not prohibited, shall be disinfected on arrival, if in the opinion of the Health Officer of the port they have been infected.

Particulars about the medical inspection of the ship on arrival in a Netherland-Indian port, and of passengers and baggage, and about formalities to be complied with by the masters of ships arriving in Netherland-India within 21 days after their departure from a plague infected port, etc. will be given on application at the Netherlands Consulate-General at Hongkong, where an English version of the Netherland-Indian Quarantine Ordinance is at the disposal of those concerned.

Attention of the shipping is drawn to the fact that the quarantine in Netherland-India against ships coming from Hongkong will be up to 21 days according to the state of health on board the ships, but subject to exemption on production of certificates legalised by the Netherlands Consul General at Hongkong.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Lorenzo won the Manchester Cup.

Louvois and Craganour are joint favourites for the Derby.

Notis beat Lancashire and the M.C.C. defeated Kent at cricket.

A fire which broke out at Buffalo, did damage estimated at a million dollars.

The Japanese battle-cruiser Kongo has completed most successful trials in the Irish Sea.

Commander Evans has arrived home from the Scott Expedition and been honoured with the C.B. decoration.

It is reported that Mr. H. J. Tennant, a brother-in-law of Mr. Asquith's, is to be appointed Governor of Ceylon.

Of a hundred Dutch blue-jackets who are leaving the East Indies, 97 are to be dismissed for anti-militarist tendencies.

The P. and O. steamer Assaye caught fire in the after-hold while entering Singapore, and the cargo is damaged.

Five more bombs have been discovered in London, but it is thought that in most cases they are intentionally harmless.

To avoid misrepresentation while negotiations are proceeding with Japan over the Alien Bill, U. S. army and naval movements are being restricted.

The question of Anglo-German relations is again to the forefront because of Their Majesties' pending visit to Berlin and Lord Morley's arrival there.

LOCAL.

The Adamastor has been refitted and has arrived in Hongkong.

Messrs. Wright and Hornby's weekly share report appears in to-day's issue.

The orders of the day for the meeting of Sanitary Board on Tuesday are given to-day.

A whimsical article dealing with the "Early Days" of the Peak Tramway appears in this issue.

The Chief Justice, Sir William Rees Davies, sat in Bankruptcy Jurisdiction at the Supreme Court this morning.

The Royal visit to Berlin and its probable effect on Anglo-German relations is discussed in the course of a special article to-day.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9 p.m.

Wednesday, May 21.
Canton Insurance Office Ltd. Meeting 11.45 a.m.

Star Ferry Co. Meeting. 12.30.
Thursday May 22.

Peak Tramway Co. Meeting. noon.

Friday May 23.
Concert, U.S.R.C. ground, 9.15 p.m.

Saturday May 24.
Pagal Gymkhana, U.S.R. ground 2.30 p.m.

Monday, May 26.
Crown Land sale.

Saturday May 31.
Second Gymkhana.

Notices

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Manager. [35]

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H. HAYNES,

Manager.

Hongkong, 1st Aug. 1912. [55]

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trains and steamers. Luggage are
ranged for without any trouble to
guests.
Hongkong, 1st Feb. 1912. [122]

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that we can now manufacture on our premises
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disfiguring and annoying dividing line has
been supplanted by a new lens with two foci,
the upper portion of the glass for distance and
the lower for reading, ground from one single
piece of glass.You who wear two pairs of glasses may
now use one pair instead. No one can tell
that you wear bifocals. No cement to blister;
no thin segments to lose off.Call and inspect this line. We grind
Kryptoks in regular or toric form.

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W O 2 by Maurice Drake.
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Olivia in India, by O. Douglas.
White Motley, by Max Pemberton.
NEW GENERAL LITERATURE INCLUDE THE FOLLOWING:
CHINA YEAR BOOK FOR 1913.
Rhymes of a Rolling Stone, by The Canadian Kipling 2.75
Latin America Its Rise and Progress, by F. Garcia Calderon with a
Preface by Raymond Poincare \$8.40.
The Wonders of Modern Chemistry, by James C. Philip \$1.75
Photography of Today, by H. Chapman Jones \$4.00
The American Annual of Photography \$2.75

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OUR
CONTEMPORARIES.

South China Morning Post.

The Engineering Profession.
There is doubtless quite as
much "business point of view"
in the fixing of standard fees as
in competition on a price basis,
and we question very much,
though we sympathise with the
desire to raise the tone of the pro-
fession to a higher level, if engi-
neering would not suffer and
individual enterprise be killed
through becoming something akin
to a close corporation restricted in
numbers and working to a jealously
guarded scale of fees as is the
case with medical men and parti-
cularly lawyers. It is, of course, a
curious anomaly that no one
knows what an engineer really is.
Eastern Engineering for May
tells us that "according to British
law, men of the stamp of the late
Sir Benjamin Baker, Sir William
Shelford, Sir Frederick Bramwell,
and the other men who have left
marks of their ability all over the
civilized world, were no more
engineers than the man who
comes to put a rod down a choked
sink, or adds a length of wire
to an electric pendant." There
should certainly be a clearer
definition of the relative status of
the different types of men who
are now called engineers.

Daily Press.

Japanese in California.
"Batunder present conditions,"
says our San Francisco contem-
porary, "where no serious situa-
tion exists or is likely to exist, if
California enacts legislation which
Japan claims infringes her treaty
rights, and for which that country
will hold, not California, but the
whole country, responsible, we
may expect that the Nation
will turn upon the State and
make its power felt in ways which
we shall not like. There is no
doubt of the existence of all
necessary legal power in the Na-
tion to deal with the Japanese
question as it sees fit. It will be
best for us not to invoke the exer-
cise of that power. We are not
now suffering in any way which
justifies the risk." If that be
so, surely it ought to be
possible for a solution of the
problem to be found in Cali-
fornia in the same way that
Canada has been able to find it,
by entering into an agreement
with Japan for the restriction of
immigration—an agreement
which has been loyally carried
out by Japan in the case of
Canada to the satisfaction of the
Government of Canada, and Japan
seems equally ready to adopt the
same restrictive measures in re-
gard to the immigration of her
nationals in America.

China Mail.

Growth in Speed and Dimensions
of Merchant Steamers.
But in service there are now
178 vessels exceeding 10,000 tons,
while twenty-two years ago there
were only two. Equally illus-
trative of the present-day ten-
dency is the growth in the same
period of vessels from 7000 to
10,000 tons—13 to 378; and of
vessels between 5000 and 7000
tons—53 to 1016. "Engineering"
gives corresponding data regard-
ing advance in speed. Twenty-two
years ago there were only eight
steamers which had a speed
exceeding 20 knots, a number
which had increased seven-fold
to fifty-eight at the end of ten
years, and about thirteen fold at
the end of twenty-two years to
108. Of the total of 108 vessels
now steaming over 20 knots,
sixteen exceed 23 knots. These
are mostly steamers engaged in
the Channel service and on
other short distance runs, the
Lusitania and Mauretania
being conspicuous examples
of express oceanic liners.
Vessels of between 10 to 20 knots
speed have in the twenty-two
years increased from eight to 49,
and of 194 knots speed from one
to 24. The turbine has certainly
had much to do with remarkable
increase in the past few years. In
seven years the number of steam-
ers with speeds exceeding 16
knots has nearly doubled. Steam-
ers of about 15 and 16 knots
have multiplied eight, nine, and
ten-fold.

For a good Solid meal a la
Carte or Table d'Hôte with
Wines & Liquors of the Best
ALEXANDRA CAFE.

SHORT STORY.

DANGER ROCKS IN MARRIED LIFE.

THE WIFE OF A GREAT MAN.

What Part I Played in My Husband's Career.

THE STORY OPENS.

This is the story told by the wife of a man much talked of—the latest sample of the American from-trainboy-to-railroad-president brand of successful men. He was a section hand when they married; she was the step daughter of his landlady. Even then he was a gentleman, a commanding and ambitious man; and she recognised, as he advanced, that she was not smart enough and must catch up. Conversion worked a big change in her life and following that, her husband was made division freight agent. She now met society people, and by watching them carefully, she learnt how to say and do things. But all this time she did not realise that Donald (her husband) and herself had drifted far apart in their activities and their lives. Then suddenly it came home to her that they were as far apart as the poles, that she had never really known him. Later, he fell in love with another woman, but she would not divorce him. He needed her, she said.

THE STORY PROCEEDS.

Don never spoke to me of his heartache, his disillusionment, his purgatory. But love tells us more, we women, than the cleverest detective in the world. I knew when she told him she was to be married. I knew what his long trips on the private car meant. I knew who it was who consoled him. I knew when he had tired of consolation. I knew the long period of self-loathing that followed. I knew when he lost his desire for freedom. I knew when he cast his first surreptitious glances at me, wondering at my calm, my poise. I knew when he ceased to be provoked by my narrowness.

We had moved to Houston. Don had been made General Passenger Agent. We had a beautiful house, but Don was never there and never entertained at home. So I was surprised when he told me that he wished to have the president of the road and a friend to dine. However, I did not tell him so. I gave them the best dinner our old negro cook could get up. I had always been popular socially, though Don had never noticed it. And after dinner I made the men have a good time, not through spicing their ways, but by being myself. I gave them some imitations I had worked up in my education class. I sang some old songs in a new manner. I told them about my Sunday-school class. There were twenty-five girls in it. They met at my house one evening each week. I told the men all I had done and all I was going to do for these girls. I explained the class dower chest, how the girls brought all their "young men" to see me, and how I had promised to give each girl her wedding when the time came, and I told about the housekeeping class the girl must join afterward. All this interested the men. And it interested Don too. How funny it must have been for him to discover this stranger lady at his very own table. The guests never knew that their host was a greater stranger than they.

When Colonel M—bade me good-night he thanked me much more enthusiastically than necessary for a "rate night." And I mean just that, a rare night. In this day of make-beliefs one appreciates individuality. After that Don brought me more dinner guests. And he never missed the wine. Shortly afterward he came to me one evening as I sat at my desk making out invitations for one of my Sunday-school class parties. "If you don't mind, Delsie, I'd like to give you a month to your class work."

"But I already give a certain part of your income to it. I have

plenty and to spare, you know." Years before we had divided the income, half to me and the house, half to him.

"Yes, but I want to give from my part. I'd like to help you in your work if you don't mind. I'd no idea that you were doing so wonderful a thing."

Of course I let him. And that night I began to give thanks. For the great change had begun. It didn't come to him, as to me, in the twinkling of an eye. In this one thing it was he who crawled.

My days had become very full. There was a certain amount of social life which came from my church connections and a certain other amount that came from Don's prominence. There was the Sunday-school class which required much time and thought. It had aroused interest all over the country among Sunday-school workers. Church papers wrote to me for ideas and articles; and church-workers for help and suggestions.

One night Don brought in the Sunday paper, and there on the front page were my picture and a eulogy of me for what I had done for the girls of Houston. There was a queer smile on his face, something I couldn't quite understand. "May I go with you to-morrow and see this wonderful class," he asked.

I let a sudden quail inside of me, the sort of quiet in which the soul nerves itself for a great happiness. But I only said: "I'll be very glad to have you come."

He came a trifle nearer. "You're quite wonderful yourself, Delsie. Do you know it? Yes, that's it: quite wonderful. I felt him looking down on me, but I dared not look up. Perhaps I shouldn't have questioned the road by which God sent him to me, but I don't believe I could have stood for it to have been pride or what I had done that moved him.

"It's not I, Don. You know that?" I asked. "It's what has guided me and helped me through the years."

He put his hand on my head. "I'm beginning to see—dear!" the word came haltingly, as if held back by fear.

Then I looked up and in his eyes was something I had never seen before. That was all. But oh, it was so much!

My life was a paradox. I had made it very full. And yet I had been waiting—waiting for fulfillment. And it was the fullness that brought the fulfillment. I know that, to make a good story out of it, there should be climax, a grand scene, a sudden surprise of the gift of appreciation and love. But life is not so and what I am telling is fact, not fiction. My prayers were not answered in one great second set apart by time, nor by one great subjection nor by a sudden change of heart. Don came across the chasm that separated us very slowly, a little gingerly, perhaps, but none the less he came. Every step was in my direction.

The change was in him. And as he changed he longed for a new environment. I offered it. I hardly knew myself when he stepped his foot firmly on my shore to take up his real abode. But presently I realised that he was there, and my shore became transformed. I lived inside a miracle. We were at last one.

It was just before his final promotion, the one that came last year, the one that sent his name to the head. We were sitting in front of the fireplace in our little upstairs sitting-room.

"What's the matter Don?" I asked seeing his frown deepen.

"I've been waiting to tell you dear, but I don't know where to begin. It's about an offer I have had. It will mean the biggest thing that ever happened to a section hand, but there are complications and I don't know where

(Continued on page 12).

Prepaid Advertisements

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FOR EACH INSERTION.

TO LET.

FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. No. 21, SHELLY STREET.

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To let or for sale, "GLEN-SHIEL," Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

"CRAIG RYRIE," No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns.

FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 25th Feb., 1913. [211]

TO LET—"BREEZY VILLA," No. 2, Park Road. 4 Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—YAP HOK LING, No. 4, Ripon Terrace, Hongkong, 28th Mar., 1913. [264]

TO LET.—A House in Kowloon Terrace. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED. Hongkong, 27th Mar., 1913. [258]

A Hacienda East, 74 Mount Kellet Road.—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

HEALTH CULTURE AT HOME.

Everyone who takes an interest in his or her health will welcome the new and revised edition of Lieut. Muller's famous book entitled "My System" (Ewart, Seymour & Co., Ltd., Barleigh Street, London; Australian agent, Mr. Wyatt, 313 Little Collins Street, Melbourne, 2/6 net.)

This book describes a system of Health Culture by means of 15 minutes' rational exercise daily, without appliances, which also has the effect of promoting that beauty of form and physique which are not merely a sign but an expression of perfect physical "fitness." The new edition has been considerably enlarged, and in place of the diagrams in the earlier editions there are numbers of photographic illustrations showing the various positions in each of the exercises. These illustrations are admirably clear, and make it quite easy for anyone to quickly understand the correct method of performing each exercise.

Lieut. Muller has had a remarkable career, and is himself probably the most striking example of physical perfection which any system of physical culture has ever produced.

TO LET.

TO LET on 2nd Floor No. 2 Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. [385]

TO LET LARGE substantially built Godown, situated on water front, East Point. For further particulars apply Property Office, Jardine Matheson & Co., Ltd. [380]

TO LET.—Houses in Austin Avenue Kowloon. Apply A. RAYMOND, c/o S. J. DAVID & Co. Hongkong, May 1st, 1913. [348]

TO LET from 1st July. The premises, including the Silk Godown, in Canton on Shameen Lot 19 known as "THE RED HOUSE" now in the occupation of Mr. T. E. Griffith.

TO LET.—OCCUPATION from 1st proximo, the premises No. 6 Des Vaux Road Central, now nearing completion. Suitable for Banking and other Offices etc. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 15th May, 1913. [377]

FOR SALE.—Optimus Oil Cooking Stoves, in different sizes can be seen at S. D. SETNA & Co., 33, Queen's Road, Central. Hongkong, 15th, May 1913. [381]

When born Lieut. Muller weighed only 4lbs., and could be put into an ordinary cigar box. At the age of two he nearly died of dysentery; subsequently he contracted every childish ailment in turn; yet to-day he has a physique which artists claim rivals that of the most famous Greek statues.

"My System" has the special merit of being equally applicable and valuable to the weak and to athletes. It is intended for universal use by young and old of either sex. It undoubtedly provides an exceedingly simple and easy method of regaining and maintaining bodily vigour and securing immunity from common ailments.

"My System" appeals particularly to persons who are unable to indulge in, or dislike, violent physical exertion. There is nothing violent in any of the exercises, and they can be so graded as to suit everyone's physical ability. Lieut. Muller has placed thousands of people in his debt by the publication of "My System," of which, we understand, over a million copies have been already sold. We do not hesitate to say that to millions more the book will prove a real boon, because it provides a most compact and effective system of health culture.

O.T. A DRINK, A TONIC, AND A DIGESTIVE COMBINED
WITHOUT ALCOHOL OR OIL



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After exercise, O.T. is a Refreshing Drink. With plain cold water or aerated beverages it makes a blend that is really thirst-quenching and satisfying. For the moment it warms the palate, but it leaves you cooler afterwards. By taking O.T. you escape the risk of impurities in water, and the possible ill-effects on the stomach of cold draughts.

BUY A BOTTLE TO-DAY

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There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends. Personal attention is given to the examination and the fitting of lenses that will relieve all troubles. The only charge is for the glasses.

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LADIES' TAILORING.

SWATOW TRADING COMPANY, HONGKONG
OPPOSITE THE CLOCK TOWER.

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Well known in the Colony for many years, have removed to their new shop, where they are prepared to offer customers the latest DELICACIES DIRECT FROM PARIS, and the continent.

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US!

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These celebrated cigarettes are a blend of Oriental tobaccos of the finest growth and selection; each cigarette will smoke to the end with the same delicious taste and aroma.

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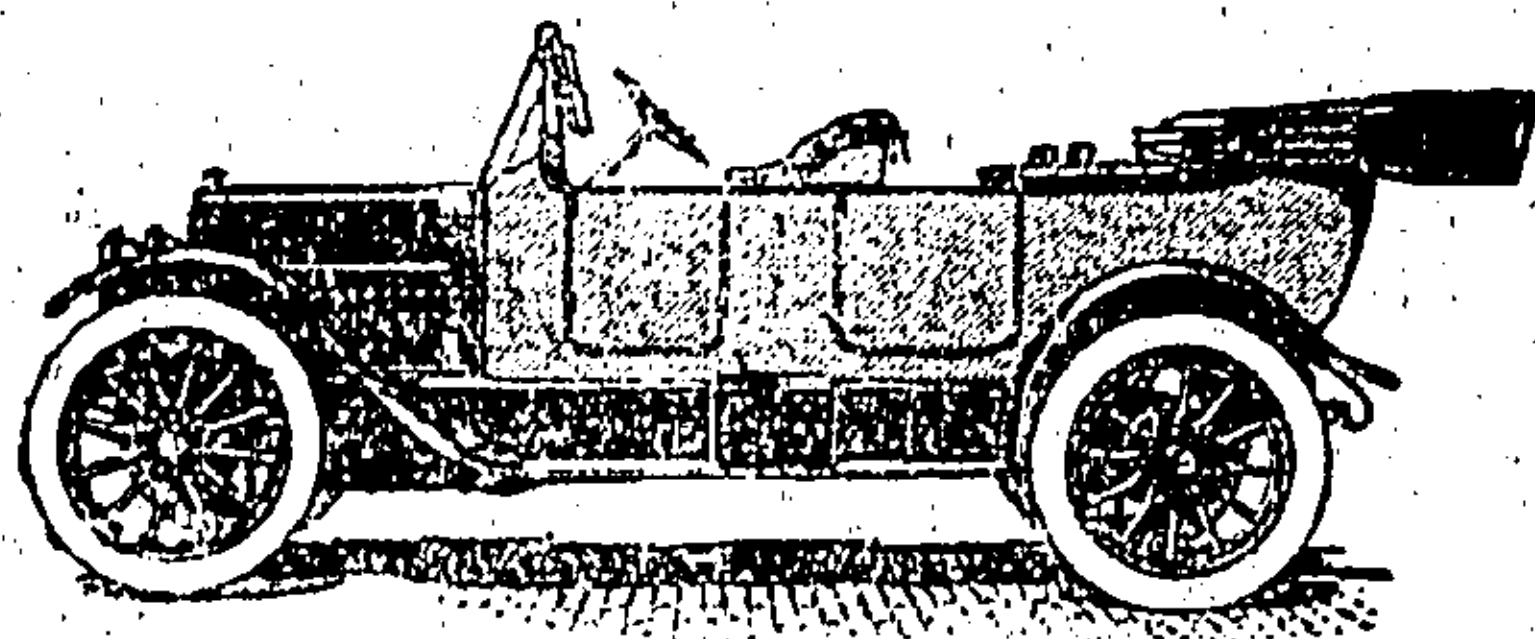
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Stationary Diesel "POLAR" Motors from 25 to 1000 B.H.P.
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Large Consignment Best Turkish Cigarettes,
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In Tins of 100, 50 and 20.
Cork Tipped, Gold Tipped and Plain.

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Come to us for AMERICAN Electric Massage!
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BEST purveyors of Zoedone, Ginger Beer, all Aerated Waters,
and Cordials.
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Telephone 718. For Price Lists and Order Books.

THE TRAGIC BANDIT.

Head-First Dive from Prison
Roof.

Lacombe, the Anarchist bandit who was captured on March 11 at the fair of La Villette and was awaiting his trial for two murders to which he had confessed, committed suicide by leaping from the roof of the Sainte Prison after making his escape from the exercise yard.

Taking advantage of a moment's inattention on the part of the warders he made a dash for the iron railings which enclose the exercise yard. Climbing them like a cat he got his hands on the tiled roof of one of the prison buildings and hauled himself to the roof. Then he scaled a 10ft. wall. When warders attempted to follow he hurled the tiles at them. For two hours he led his pursuers a chase across the roofs of the prison buildings, jumping from one wall to another. Warders, a magistrate, and the governor of the Sainte Prison implored him to come down, but when they placed ladders against the walls he repelled them with a fusillade of tiles. "If you come up on the roof," he cried, "I'll jump and kill myself."

Preferred Death to Detention.

The governor attempted to parley. "If you want me to come down," said Lacombe, "send for my counsel and the examining magistrate. I will see then what I mean to do." When the magistrate appeared the bandit reproached him with keeping him in prison instead of examining him. "I would prefer death to detention." Then as he walked about the roof he complained of the prison food. "If you will come down," said the governor, "I will have examine you as often as you please, and I will have your food sent in from any restaurant you choose. What more I do?" he asked in a pleading voice.

Lacombe smiled grimly. "No, I have had enough of it. My mind is made up. In a few minutes I will throw myself into the courtyard and kill myself."

"No, you will not kill yourself," said the magistrate, "you will only maim yourself."

"Leave that to me," was Lacombe's reply. "When I jump I will kill myself."

Mattresses as Shields.

At that moment M. Boucheron, the prisoner's counsel, arrived, and when the other spectators had retired Lacombe consented to shake hands with him. But all the barrister's efforts to induce Lacombe to re-enter his cell were fruitless. The bandit's final words were, "At 11.30 I will jump from the roof and it will be all over."

The governor ordered mattresses to be laid on the ground to defeat Lacombe's design, and ordered firemen to give chase. The bandit made such good use of the mattresses as shields, that they eventually surrounded him. Then Lacombe advanced to the edge of the roof and shouted, "The moment has come."

It was exactly 11.30, the hour he had fixed for his death. Turning towards his counsel he said, "Tell my mother my last thoughts were of her. Good-bye to all my comrades." Bringing his hands together as if to dive, he plunged head downwards to the ground. He fell 25 feet, landing on his head. Death was instantaneous. As his body struck the ground the occupants of the cells surrounding the courtyard, who had been following the escaped prisoner with eager eyes, yelled with delight, "Vive Lacombe! Vive l'Anarchie!"

To visit Slaughter Houses.

The Public Health sub-committee of the Rangoon Municipality has recommended that Mr. Blake, veterinary officer, be deputed to visit Penang, Singapore and Bangkok, for the purpose of seeing pig slaughter-houses at the two first-named places and the incinerator at Bangkok. This is in view of the budget provision for the erection of a pig slaughter-house and incinerator, it being considered that Mr. Blake would gain valuable information on his visit. He will be away about 21 days, and the cost will be about Rs. 600.

GENERAL LI AND THE PRESIDENT.

Important Statement by Vice-President.

Hankow, May 6.—Yesterday (writes a "N. China Daily News" correspondent), I had an interview with General Li Yuan-hung as a result of which I am able to quote definite statements in regard to his attitude towards the Kuomintang and President Yuan Shih-kai. The General is in command of 50,000 trained troops, a force sufficiently large to give his opinion considerable weight at the present juncture. His views were expressed clearly and precisely without evasion or circumlocution of any kind.

The Kuomintang's Weak Point.

Asked whether he was in sympathy with the Kuomintang's attitude, General Li replied "I am very far from being in sympathy with it. I consider that they are behaving at once wrongly and foolishly—wrongly because Yuan's complicity in the Sung murder is not yet proved; foolishly because, even if it were, they are powerless to turn him out by force of arms."

General Li proceeded to outline the military situation. He dwelt on the fact that he himself was in command of four divisions, the first, second, third and sixth, assuring me that, in the event of civil war resulting from the murder question and the signature of the loan, he would unhesitatingly side with Yuan Shih-kai.

Equally important was his statement to the effect that, if Kuangtung sends a Cantonese army north, the Province will be attacked from Kuangsi by General Sung Chi kwang—the man who, more than all others, kept Canton in order throughout the greater part of 1912.

Good Friends.

A Chinese newspaper, the "Chungshuainpao," recently asserted that, in spite of appearances, secret animosity existed between the General and Yuan Shih-kai. It even went so far as to say that recent plots against the General's life and tenure of office were fomented from Peking. I referred to this.

"When Yuan no longer wants my services," replied General Yuanhung, "I am perfectly ready to go. I do not care for politics. I was forced into them. I shall stay in them only as long as I can be of use. On the other hand," he added, "I am not afraid of Yuan Shih-kai. To the best of my knowledge the newspaper's assertions are false. On my side, at all events, we are excellent friends—but"—and here he laughed—"I have 50,000 men."

Yuan No Dictator.

I took advantage of the note thus struck to press another question. I told him that the Kuomintang leaders in Shanghai regarded the Sung murder as part of a wide scheme to frustrate Republicanism and make the Government of China an absolute one. "Do you believe this?" I asked, "or, if you came to believe it, what would your attitude be?"

For the first time he hesitated. There was silence of several seconds. Then he said "I do not believe it. Yuan thinks that, for the time being, Parliamentary Government is impossible. He has therefore decided to disregard Parliament. But he will do this only for a time. He does not aim at making himself Dictator. If it became clear that that was his aim, I should not support him."

A Portrait of the General.

A sketch of General Li may perhaps interest those who have not met him. See, then, a thick sturdy figure in khaki, and black top-boots, with a close cropped bullet head set on a short neck rising from massive shoulders; a narrow forehead and black-brown merry eyes lined plentifully at the sides; a nose broad but slightly hooked, the upper lip concealed by a moustache bushier than Chinese usually have, the lower full and protruding, emphasizing, at a side glance, a slight recession of a heavy square chin.

For a Recreation Ground.

The Governor-General of Bengal has given the Calcutta Y.W.C.A. the sum of Rs. 5,500 towards their recreation ground.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. C. L. Lambe	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B. E. Pritchard	Yangtze
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Hongkong
Fame	Torpedo-boat destroyer	380	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Handy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. F. G. Brickenden	West River
Janus	Torpedo-boat destroyer	280	6	3,900	Lt. Com. Boddam Whetham	Hongkong
Kent	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt O.S.I.	Hongkong
Kinaha	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Merlin	Surveying ship	1,040	—	—	Capt. F. O. C. Pasco	Hongkong
Minotaur	1st class cruiser	14,800	—	27,000	Capt. G. C. Cayley	Hongkong
Monmouth	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Barttelot.	Hongkong
Moorehead	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
owcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Hongkong
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Lt.-Com. E. T. R. Chambers	Canton
Ribble	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	Hongkong
Snake	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo-boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Tamar	Receiving ship	4,650	—	—	Com. R. H. Anstruther O.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Hon. Guy Stopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell	Former Yangtze
Uak	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Canton
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Hongkong
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Hongkong
Whiting	Torpedo-boat destroyer	360	6	5,900	Com. R. Neville	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Upper Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Shanghai
C. 36.	—	—	—	—	Lt.-Com. Godfrey Herbert	Hongkong
C. 37.	—	—	—	—	Lt.-Com. A. A. L. Fenner	Hongkong
C. 38.	—	—	—	—	Lt.-Com. J. R. A. Codrington	Hongkong
T.B. 035.	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036.	—	—	—	—	Lt.-Com. Stileman	Hongkong
T.B. 037.	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038.	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., O.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Kaiser Franz	Armoured cruiser	4,000	45	8,000	Capt. Hauta	Shanghai
Joseph I	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Dupleix **	Armoured cruiser	9,700	12	19,600	Capt. Gourts	Hongkong
Kleber	Armoured cruiser	645	10	1,000	Lieut. Vand	Saigon
Leclerc	Gunboat	180	8	570	Lieut. Dordet	Canton
Argus	River gunboat	123	7	500	Lieut. de Jervillier	Canton
Vigilante	Gunboat	130	—	—	Lieut. Collin	Tongka
Peiho	Gunboat	—	—	—	Lieut. Dupuy Duteemps	Tehong-kin
Donard de Lagree	Gunboat	—	—	—	Lieut. Dapuy Duteemps	Tehong-kin
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	Submarine	—	—	—	Lieut. Boluix	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styr *	Armoured gunboat	1,788	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	4,350	7	303	Lieut. Aurillac	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,825	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Boucaut, Commanding the local defence Indo-China.						
German.						
Emden	Cruiser	3,800	22	13,500	Capt. v. Restorff	Swatow
Gneisenau	Armoured cruiser	11,800	36	28,000	Captain Brunningshaus	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Vanselow	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Mosberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Fille	Yangtze
Scharnhorst	Flagship	11,300	36	28,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Berrenberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Olaszen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Booker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. Fhr. Speth v. Schulzburg	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2,145	—	—	Com. Sommi Picenardi	Shanghai
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Jose de Carvalho Orato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A-2	Submarine	—	—	—	Ensign J. McO. Murray	Cavite
A-4	—	—	—	—	Lieut. E. D. McWhorter	—
A-6	—	—	—	—	Ensign J. C. Van de Carr	—
A-7	—	—	—	—	Ensign C. M. Yates	—
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Ensign H. M. Jones	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. R. Hill	—
Callao	Gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chamney	Torpedo-boat destroyer	420	7	8,000	Lieut. F. J. Fletcher	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. S. S. Robinson	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lieut. C. A. Woodruff	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lieut. B. H. Green	—
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,992	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. R. V. Lowe	Cavite
Monocnock	Monitor	3,990	6	3,000	Lieut. E. P. Svars	Olongapo
Monterey	Monitor	4,084	4	5,277	Com. J. V. Chase	—
Pampanga	Gunboat	243	8	—	Lieut. B. B. Taylor	Cavite
Piscataqua	See going tug	854	2	1,900	Lieut. S. W. Wallace	Canton
Pompey	Repair ship	3,085	—	—	Lieut. W. O. Wallace	Cavite
Quinos	Gunboat	350	2	208	Lieut. J. J. Hannigan	Shanghai
Rainbow	Cruiser	4,360	14	1,800	Lt. Com. D. W. Wurtzbaugh	Swatow
Samar	Gunboat	243	8	250	Lieut. G. O. Dihanani	Shanghai
Saratoga	Cruiser	8,115	14	17,401	Commander H. A. Wiley	Swatow
Villalobos	Gunboat	370	9	208	Lieut. E. Durr	Shanghai
Wilmington	Gunboat	1,392	8	1,894	Commander J. F. Hubbard	Hongkong
Wompatuck	Tug	463	—	—	Chief B'wain, E. E. Badolite	Olongapo
U.S.S. Saratoga	Flagship Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, temporarily	—	—	—	—	—

HOME NEWS.

SUMMARY OF THE LATEST MAIL.

Wealthy American Lost in London.

Quite the sensation of the third week in April at Home was the disappearance of Mr. Joseph Wilberforce Martin, of Memphis, Tennessee, a well-to-do American business man who was in London in connection with a financial scheme and who had been missing since the night of Thursday, April 3.

That night he dined with a friend, Mr. Lockhart Anderson, a partner in a firm of Mining-lane merchants, at the Royal Automobile Club, Pall Mall. After dinner they played a game of billiards, and shortly after eleven o'clock Mr. Martin left the club, telling his friend that he was going to keep an appointment with a lady. He drove away in a taxi cab.

From that moment no one who knows him has seen him or received any communication from him. Mr. Martin had been staying with Mr. Anderson at his flat in Park-place, St. James's-street, S. W. He had told his friends that he intended to leave for New York on the Saturday by the liner La France, but it was afterwards established that he had not booked a berth in that boat, while his personal luggage, which had not been packed, remained in the flat.

Police Description.

Before leaving Mr. Anderson at the Royal Automobile Club he made an appointment to meet him and Captain Prior, a member of the Cavalry Club, at dinner on the following evening. The following description of the missing man was circulated by the police:—

"Age 41, height 5ft. 4in., complexion fair and hair turning grey; eyes blue; stout build; was in evening dress and wearing a dinner jacket, opera hat, and black overcoat; was wearing a gold dress watch."

The discovery near the railway of his pocket wallet, containing some documents (mostly unimportant, with the exception of his ticket to New York), with the purse section ripped open, and empty, gave rise to a suggestion of foul play.

This theory, however, was not fully confirmed, and inquiries made went to show that it was possible this wallet and Mr. Martin's opera hat, which was lying near it, may have been thrown from a train leaving Charing Cross about midnight, or at five o'clock in the morning.

If, for some reason, known to none of his friends, Mr. Martin wished to disappear, it is not impossible that he would himself have thrown these things away, with the view of making his disappearance all the more complete and dramatic.

Matters were rendered more complicated by the following telegram from Memphis, on Friday, April 18:—

A Bill has been filed in Chancery on behalf of the Fourth National Bank of New York. This alleges that warehouse receipts for 500 bales of cotton, which have been placed as collateral security for a loan of \$25,000 to the Martin Phillips Company, of which Mr. J. W. Martin is president, are forgeries.

England's Polo Team. About the middle of April it was possible to make a definite announcement as to the composition of the polo team which will represent England in the coming Test matches against America for the International Cup. A surprise was sprung upon the polo world at the eleventh hour in the selection of Captain Noel Edwards, of the 9th Lancers, that this player had just been asked to America and had accepted.

This arrangement will afford great pleasure to those who are thoroughly conversant with polo. Captain Edwards was a member of the team which, under the leadership of Captain Harcourt Lloyd, made such a gallant effort to regain the International Cup two years ago, being beaten by a very narrow margin in each of the two Test matches. In the opinion of American experts Captain Edwards was then about the strongest player on the English side, and the news of his selection will certainly be received with the greatest interest in polo circles in the United States.

According to present arrangements the following will be England's team in the international matches:—1, Captain R. G. Ritson; 2, Captain Noel Edwards; 3, Mr. W. S. Buckmaster, back; Captain L. St. O. Cheape. Substitutes.—Mr. F. M. Fraake, Lord Wodehouse, Major-B. H. Mathew-Lannowe.

Captain D. Miller will accompany the side in the capacity of manager. The four players mentioned above constitute a team which will receive the approval of polo players generally, the "Daily Mail" remarks. There may be some criticism as to the substitution of Captain Edwards for Mr. Fraake, which means the loss of that famous Cantab combination of Buckmaster and Fraake. But critics must be reminded that polo tactics have utterly changed since the abandonment of the off-side rule. In the old days the No. 2 and the No. 3 in the team were interchangeable, and the combination of the side depended almost wholly upon them. In the new game, however, No. 1 and No. 2 combine together in the attack and No. 3 and the back in the defence.

A Record Flight.

A record flight from England to Germany was made, on April 17, by Mr. Gustav Hamel, who flew in rough weather with a passenger from Dover to Cologne without a stop, covering 245 miles in 258 minutes, passing over four frontiers, and encountering five rain storms on the journey.

The air claimed seven victims on the same date. Five French Army aviators were killed by the explosion of a balloon and a fifth is dying. Two Greek aviators were killed by the fall of an aeroplane near Salonica.

Price of "The Times."

The following announcement appeared in "The Times" of April 18.

The reduction in February 1911 of the price of "The Times" to 2d. daily to regular subscribers will be extended to the general public on and after Monday, May 5. The new price will include "The Times," the daily Financial and Commercial Section (in itself a complete separate newspaper), the Engineering Supplement on Wednesdays, the Literary Supplement on Thursdays, the monthly Educational and South American Supplements, the Annual Empire Number, and many other encyclopaedic issues.

It is believed that the extension to the general public of our subscribers' privileges will greatly facilitate the circulation of "The Times," the reduction in cost amounting to no less than 1s. 6s. per annum. Our readers are requested therefore to see that on and after Monday, May 5, they are not charged more than 2d. daily for "The Times."

Outside Great Britain, where "The Times" has a large increasing sale, the price will be amended correspondingly. For example, the price of "The Times" to-day in Paris is 5d., in future it will be 4d.

A change in the price of "The Times" is something of a national event, the last reduction having taken place in 1861. In connection with this subject the following table showing the price of "The Times" at subsequent stages of its career will prove of interest:—

July, 1, 1796	4d.
Jan. 1, 1799	6d.
May 22, 1809	6d.
Sept. 1, 1815	7d.
Sept. 15, 1836	5d.
July 1, 1855	4d.
Oct. 1, 1861	3d.
May 5, 1913	2d.

Trouble in a Singapore Theatre. A sudden disturbance was created amongst the audience at a Singapore picture show last week by a fracas which eventuated in the front seats. A Chinaman and a Eurasian, who had evidently had some difference, came to blows in the semi-darkness, and created such a disturbance that all interest in the pictures was for the moment forgotten. Several ladies made hurriedly for the doors, the lights were switched on, and the combatants hustled outside where for several minutes they continued to fight with a supreme disregard for Queensberry rules. They were eventually separated, and the audience returned from this exciting interlude to view further pictures.

SHORT SERMON.

And whosoever shall give to drink unto one of these little ones a cup of cold water only in the name of a disciple, verily I say unto you, he shall in no wise lose his reward.—St. Matthew, x, 42.

More and more the Christ-spirit is spreading throughout the world, because men and women are thinking more about the welfare and happiness of the children.

Christ cared first for the children. He pointed to them as exemplars of what the kingdom of heaven would be like. He said it was better for a man to have a mill-stone tied around his neck and be drowned than to harm a little child. And, as here quoted, he shows that to minister to even the least of their wants is to make sure of high reward.

So nothing could be more in keeping with Christ's example to men than to care for the children. And this brief story concerns a new move that is to be made in that direction.

A few weeks ago a number of men and women who have the interests of children at heart met in a certain city and talked over a plan for helping school boys and girls through the summer. Strange to talk about "helping boys and girls through the summer," but it is a fact that when school is over, many children have no profitable way of spending a vacation.

These children need to work and study out in the open world. They need to breathe pure sunny air and to get close to nature. It is not alone their need. It is the need of every member of every community that they should be given a chance to do these things.

So these men and women have formed an association for the starting of summer schools out in the country.

Each school is planned to be a sort of child-centre for the community, and each is to be run in conjunction with some local organization, but under the general supervision and guidance of a central board.

The problem—and it is a general one—is to keep children out of mischief and harm; to interest them in worthwhile pursuits, and to out-bid the "movies" and other cheap, pernicious attractions which have become so popular with boys and girls.

The solution of this problem, as the new association sees it, lies in Education Out-of-Doors; recreation that really re-creates; and in combating the lure of the cheap shows with the lure of the land.

As set forth in a prospectus about to be issued, the plan is as follows:

The boys and girls are divided into small groups, which meet daily for walks, talks and recreation under skilled leaders.

Children of kindergarten age meet in a real garden in charge of a real gardener.

The older boys are organized into a working squad and earn real money as Mother Nature's helpers. They beautify ugly spots, cultivate vacant lots, give aid to injured trees, clean up door-yards and do practical things.

Boys and girls employed during the day hold evening meetings and take half-holiday trips.

The adult population attends evening lectures on town botany, town zoology and kindred topics once a week. They are even invited to accompany the boys and girls on some of their jaunts.

The big farmers from the surrounding country exchange visits with the little farmers in the town.

In all this, the children are to be encouraged in these efforts:

To be as well as to beautify their home surroundings.

To make war on the mosquito and the fly.

To petition their elders for clean streets, rubbish receptacles, censorship of the "movies," and abolition of bill-boards.

To observe Arbor day, protect the trees from caterpillars and other enemies, and to see that horses are not tied to lam.

To protect the birds, fight their enemies and suppress the evil habits.

This idea is in keeping with what Christ probably would approve were he here to-day in person as he is in spirit, and in countless good works for the betterment of humankind and the progress of Justice and Love.

If ably carried out, it would be largely and generally beneficial.

MARKET PRICES.

Hongkong, May 8, 1913.

BUTCHER MEAT.

Beef Sirloin & Prime Cut,—Mei Lung Pa	lb.	18
" Corned,—Ham Ngau Yuk	"	18
" Roast,—Shiu	"	18
" Breast,—Nagu Lam	"	12
" Soup,—Tong Yuk	"	15
" Steak,—Ngau Yuk Pa	"	18
" do.—Sirloin Coton—Ngau Lau	"	28
" Sausages,—Ngau Chung	"	20
Bullock's Brains—Know	per set	9
" Tongue fresh,—Nga Li	each	45
" corned,—Ham Ngau Li	"	55
" Head,—Ngau Tan	"	60
" Heart,—Ngau Sum	"	12
" Hump, Salt,—Ngau Kin	"	15
" Feet,—Ngau Kark	"	8
" Kidneys,—Ngau Yi	"	9
" Tail,—Ngau Mei	"	18
" Liver,—Ngau Kon	"	12
" Tripe (undressed)—Ngau To	"	6
Calve Head & Feet,—Ngau-chai-tau-kark	set	81
Mutton Chop,—Young Pei Kwat	lb.	25
" Leg,—Young Pei	"	25
" Shoulder,—Young Shan	"	22
Pigs Chittlings,—Chu Ohong	"	27
" Brains,—Chu Kuow	per set	2
" Feet,—Chu Kark	lb.	12
" Fry,—Chu Chak	"	30
" Head,—Chu Tau	"	18
" Heart,—Chu Sum	each	10
" Kidneys,—Chu Yiu	"	8
" Liver,—Chu Con	lb.	24
Pork Chop,—Chu Pui Kwat	"	23
" Corned,—Ham Chu Yuk	"	—
" Leg,—Chu Pe	"	27
" Fat or Lard,—Chu Yau	"	24
Sheep Head and Feet,—Tau Kark	set	65
" Heart,—Young Sum	each	7
" Kidneys,—Young Yiu	"	9
" Liver,—Young Con	lb.	25
Sucking Pigs, To Order—Chu Cha	"	22
Suet, Beef,—Sang Ngau Yau	"	18
" Mutton,—Sang Yeung Yau	"	25
Veal,—Ngau Chai Yuk	"	18
" Sausages,—Ngau Chai Chung	"	26

POULTRY.

Chicken,—Kai Chai	lb.	34
Capon, Large, Small,—Sin Kai	"	38
Ducks,—Ap	"	24
Doves,—Pan Kau	each	24
Eggs, Hen,—Kai Tan	per doz	24
Fowls, Canton,—Kai	lb.	36
" Hainan,—Hoi Nam Kai	"	32
Geese,—Ngai	"	24
Geese, Wild, Shanghai,—Shang-ho Yea Ngai	"	—
Mus Deer,—Wong Keng	each	—
Hare, Shanghai,—Chu Chai	"	—
Partridge,—Che Khoo	pair	70
Pheasant,—Shan Kai	pair	32
Pigeons, Canton,—Pak Kup	each	18
" Hoihow,—Hoi How Pak Kup	"	23
Quail,—Um Ohua	dozen	22
Rice Birds,—Wo Fa Cheul	each	22
Snipe,—Sa Ohoy	lb.	60
Turkey, Cook,—Pui Kai Kung	"	45
" Hen,—Na	"	—
Wild Ducks, Shanghai,—Shang hoi Sai Ap	"	—
Teal,—Sui Ap Chai	"	—
Wild Ducks Canton,—Sang Shing Sai Ap	"	—

FISH.

Berbel,—Ka Yu	lb.	15
Bream,—Bin Yu	"	20
Canton Fresh Water Fish,—Hoi Sin Yu	"	20
Carp,—La Yu	"	20
Catfish,—Chik Yu	"	11
Codfish,—Man Yu	"	13
Crabs,—Hoi	"	18
Cuttle Fish,—Muk Yu	"	15
Dab,—Sa Mang Yu	"	15
Dace,—Wong Mei Lun	"	8
Dog Fish,—Tit Tu Sa	"	15
Eels, Congor,—Hoi Mann	"	24
" Fresh water,—Tam Sin Yu	"	32
Eels, Yellow,—Wong Sin	"	32
Frogs,—Tien Kai	"	55
Gardons,—Sok Pan	"	12
Gudgeon,—Pak Kap Yu	"	16
Herring,—Tao Pak	"	17
Halibut,—Cheung Kwan Kup	"	24
Labrus,—Wong Yu Yu	"	28
Loach,—Wu Yu	"	32
Lobsters,—Lung Ha	"	18
Mackerel,—Chi Yu	"	28
Mullet,—Chai Yu	"	18
Oysters,—Seng Hoo	"	24
Parrotfish,—Kai Kung Yu	"	15
Perch,—Tan Lok	"	9
Pike,—Fa Pau Poong	"	17
Plaice,—Pan Yu	"	20
Pomfret, Black,—Hak Ohong	"	28
Pomfret, White,—Pak Ohong	"	48
Prawns,—Ming Ha	"	8
Ray,—Pai Yu Sa	"	15
Rock Fish,—Sak Ki Kung	"	24
Roach,—Chun Yu	"	—

肉食

Salmon,—Ma Yan Yu	lb.	24
Shark,—Sa Yu	"	9
Skate,—Po Yu	"	10
Shrimps,—Ha	"	28
Snapper,—Lap Yu	"	22
Soles,—Tat Sa Yu	"	20
Tench,—Wan Yu	"	18
Turbot,—Cho How Yu	"	68
Turtles, small, fresh water,—Kork Yu	"	—
White Bait,—Ngau Yu Chai	"	—

FRUITS.

Almonds,—Hung Yau	lb.	28
Apples (California)—Kam San Ping Kho	"	25
" (Ohefoo)—Tiu Chun Ping Kho	"	—
" Small,—Hoi Tong	"	—
Custard,—Fan Lai Chi	each	—
Bananas, fragrant, Canton,—San Shing Heung Chin	lb.	7
" (brides), Macao,—San Heung Chiu	"	3
Chestnuts, Chinese,—Foong Lut	"	14
Carambola,—Yeung Tue	"	—
Cocconuts,—Yeh Tea	each	10
Lemons, China,—Ning Moong	lb.	8
" America,—Kum San Ning Moon	"	—
Lichees Dried,—Lai Chi, small Stone	"	25
" Fresh	"	15
Limes, (Saigon)—Sai Kung Ning Moong	each	12
Mango, Manila,—Lui Sung Mong	"	20
Mangosteens,—San Chuk Tse	doz	36
Oranges, (Canton)—San-shing Tim Ohing	lb.	8
" Sweet	"	—
Pears, (American)—Kam San Shoot Lay	"	12
" (Canton), Cooking,—Sa Lay	"	—
Peanuts,—Fa Sang	"	12
Persimmons Large,—Hung Chie	"	—
Pine-apples, 1st quality,—Poon Ti Paw Law	each	—
" 2nd	"	—
Plantain,—Tai Chau	lb.	3
Plums,—Swatow, Hung Lai	"	6
Pumelo, Siam,—Chim Lo Yau	each	25
" Shanghai,—Lo Kwai	"	10
Walnuts,—Hop Tuo	lb.	13
" Green,—Sang Hop Tuo	"	—
Water Melon,—(Am.) Kom San Sai Kwa	each	14
" (China) Sai Kwa	"	—
Grapes,—Sang Po Tai Tse	lb.	30

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung-hoi Ah Chi	lb.	8
Beans, (French), Macao,—Oh Moou Pin Tau	"	10
" (French) Shanghai,—Sheung Hoi Pin	"	—
" Tau	"	8
" Sprout,—Ah Cho	"	6
" Long,—Tau Ko	"	6
Beet Root,—Hung Choi Tau	each	6
Brimjals, Green,—Ching Yuen	"	6
" Red,—Hung Ker	"	10
Cabbage, Chinese, com.—Kai Choy	"	12
Cabbage Red,—Hung Yea Choy	"	8
Cabbage, Shanghai,—Yeh Chai	"	12
Cane Shoots, bunch,—Kau Shun	lb.	—
Carrots,—Kam Shun	lb.	8
Celery, Chinese,—Tong Kan Chai	"	6
" English,—Yeung Kan Chai	"	8
Chillies Dried,—Gon Lat Chiu	"	25
" Red,—Hung Far Chiu	"	15
" Green,—Ching Lat Chiu	"	10
Curry Stuff, English,—Kar Lee Chiu Liu	"	8
Oncombers,—Ching Kwa	"	12
Bitter Squash,—Fu Kwa	"	8
Garlic,—Que Tau	"	8
Ginger, young,—Sun Tse Keung	"	8
" old,—Lo Keung	"	12
Horse Radish, Shanghai,—Lik Kan	"	6
Indian Corn,—Sak Mai	each	5
Lettuce,—Yeung Sang Choi	"	1
Water Cress,—Ma Tai	lb.	5
" Mandarin,—Kwai Lam Ma Tai	"	8
Mushrooms, Fresh,—Sang Cho Koo	"	12
Mush Melon, Amer.—Kam-san Hong Kwa	each	12
Okroos,—	lb.	10
Onions Bombay,—Yeung Chong Tau	"	8
" Green,—Sang Chong	"	8
" Shanghai,—Shang-hot Chong Tau	"	10
Papaya, 1st qual.—Tai Man San Kwa	each	10
" 2nd	"	8
Parsley,—Kun Cho	"	8
Green Peas,—Ching Tau	"	8
Potatoes, Sweet,—Fan Shu	"	3
" Shanghai,—Shang-hoi Shu Tse	"	—
" Japan,—Yut Poon Shu Tse	"	3
" American,—Fa Ki Shu Tse	"	8
" Rochoow,—Fook-chow Shu Tai	"	8
Pumpkin,—Tong Kwa	"	4
Radish,—Hung Lo Pak Tse	"	10
Rhubarb (Fresh)—Tai Wong	"	8
Sage,—Tse So	"	8
Shallots,—Gon Chung Tau	"	4
Spinach,—Yin Choi	"	6
Tomatoes,—Fan Ker	"	6
Taro,—Wu Tau	"	5
" Punli, (Long)—Lo Pak	"	4
" English,—Yeung Lo Pak	"	12
Vegetable Marrow,—Chit Kwa	"	8
" (American)—Kam-san Chit Kwa	"	—
Water Cress,—Sai Yeung Ngo	"	12
" Lily root,—Lan Chiu	"	12
" am,—Ta Shu	"	5

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-BOWLANDS
Secretary, Sanitary Board.

A. S. WATSON & Co., Ltd.,

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	Per Case.	Per Bottle.
E.-WATSON'S VERY OLD LIQUEUR		
SCOTCH WHISKY...	22.50	1.90
"KILTY" LIQUEUR WHISKY,		
Great Age, Very Fine...	38.00	3.25
THORNE'S BLACK SQUARE...	23.50	2.00
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Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

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Cable Address: Telegraph Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, SATURDAY, MAY 17, 1913.

AMERICAN RACING AND HORSE-BREEDING.

The High Courts of America having ruled that verbal bets are not illegal, there is every probability that the great race tracks of the States will again assume their former popularity. Not from the betting point of view do we look on the announcement with pleasure, but from the point of view of sport pure and simple. When the American race courses were held up, hundreds of stables were closed, at least as far as America and Americans were concerned, and thousands of men were thrown out of employment. It was quite natural, too, that horse-breeding in the States should feel the effect of the emigration from America of the finest stock the country possessed. Now, no country that has to maintain a large army can allow its horseflesh to deteriorate, and unless there is some encouragement held out to horse-breeders to produce the best stock from which mounts can be raised, the mounted regiments must, in course of time, suffer from the general deterioration.

Some of the finest horses seen on the English turf of late have come from American, owned stables and were bred from American sires and dams; yet America has allowed this transference of quality to take place without anticipating the national loss. If the English Jockey Club can keep its turf tolerably clean, surely the same can be done in America. It matters not what country or what branch of sport one chooses to deal with, one finds those who are ready to abuse straightforwardness; but it is not a proof of weakness to allow a party of rogues not only to deny pleasure to many and cause unemployment for thousands, but to affect the requirements of the nation? The English turf is kept clean by having men at its head who will not tolerate shady work from either lord or commoner; and to be warned off the English turf is to be ruined socially. No decent house would ever think of retaining on its visiting list the name of a man who had been expelled from the turf at home, and if the American racing is governed by men of the calibre of Lord Darham, Lord Derby and Lord Cholmondeley, there would be little to regret and, in fact, much to be gained by the rejuvenation of horse-racing in America.

It is to be hoped, then, that the American racing stables now established in England, and Ireland (Mr. Croker sent Orby from the Curragh to win the English Blue Riband), will overlook whatever misunderstandings there may have been in the past as regards the Sport of Kings in the States and once more re-establish their stables in America, not, of course, forgetting to send over competitors for the English classics. It is essential for the future of horse-breeding in America that her sportsmen should produce in their own country such sires as Sir Martin, Adam Bede, Treacy, Whisk Broom, and the brilliant, though unfortunate Rhodora. It may be too much to expect that the recent decision of the American Courts will at once restore the position to the level it occupied before the crazy Anti-Betting crusade gained its end; but, should the decision hold good, it will certainly diminish the number of American-bred horses running in England and give that fillip to horse-breeding in America which the country will otherwise sadly need.

The Clock Tower—and a Suggestion.

The Clock Tower is to go—is actually going, in fact—and the present reader makes a suggestion which is worth passing on. No one would seek to defend the tower on the score of utility, but even those who most strongly support its going are bound to feel a little regret that demolition of an old land mark is necessary. The suggestion made to us is that all memory of the tower need not be removed, that, in fact, a stone might be erected on the place where it stood. This stone might be suitably inscribed with the dates of the erection and demolition of the tower, the name of the donor of the clock, and the reason for its removal. The suggestion has something to commend it, though objections may be anticipated on the score that it would be foolish to remove an obstruction to traffic and substitute a smaller one. Nevertheless it seems to us to be worth some little consideration, and for this reason we pass it on. If a mark is to be left it would be less objectionable if it took the form a flat plate or stone set into the roadway.

Anglo German Relations.

It is no matter for surprise to read in to-day's telegrams that the visit of the King and Queen to Berlin has brought the question of Anglo German relations again into prominence. Admittedly, the visit is made in order that Their Majesties shall attend the wedding of the Kaiser's daughter, but the fact that it has been extended from four days to nine is in itself sufficient to make the press in both countries, with the useful results of the late King Edward's visits in mind, hopeful of deeper friendship following on the present visit. It may be no more than a coincidence that Lord Morley is also in Berlin at present, and he assured interviewers that his visit is merely a holiday. But the visit of Lord Haldane, some months ago, was also described as a private one, though it turned out to be rather more than that. In any case, it will be something gained if the press in the two countries even imagines that a better feeling exists after the visit.

The Missionary and the Gamblers.
As we stated yesterday, a lady missionary has been falling foul of the Pacific Mail because some Chinese on the s.s. Mongolia elected to do a little gambling on their run from the States. "Poor Chinese lot ours, returning with the earnings of years, frequented the gambling tables and lost heavily." This must surely have been the lady's first trip to China, or she would not have wasted good ink in drawing attention to the obvious. Wherever the Chinese settle in, there will be gambling; if you deprive him of a table he will use the pavement or the deck. Did it not occur to this good lady that the gamblers were but doing what they had done for years in America, and would have done the same had the mail boat been a cattle-shed or a lodging-house? We notice that the skipper, "a winsome and magnetic Irishman," (Oh these women!) indulged in a little mild leg pulling by telling her that he had but up a screen "to shut out the offensive sight from the first-class passengers." That is quite good. The moral sensitiveness of first class passengers ought to be considered, now that the Company forbids the first class passengers to gamble.

Some Reuter Muddles.

We wonder who is at fault over the occasional mis-sending or mis-reading of the newspaper wires to Hongkong. Yesterday one of our telegrams informed us that "mardal" law in the Balkans had been rescinded. Obviously the T and the I of the Morse Code had been run together, by either a bad sender or a bad reader, so making D. We could quote quite a number of errors of a similar sort, to which we are treated from time to time. When Carl Hagenbeck's death was telegraphed, the name that came through Reuter was "Hagenbeck." Readers who know the Morse Code will at once see that the dot and dash, which, together, stand for A, had had too long an interval left between them and so had become ET. Even a correctly coded telegram is sometimes a bit of a Chinese puzzle, but this sort of thing is the very essence of all.

DAY BY DAY.

No man is secure who feels a sense of security.

The Mails.

Siberian Mail.—Despatched per s.s. Nubia at 12:30 p.m. to-day.

French Mail.—Due per s.s. Paul Lecat at daylight, to-morrow.

Australian Mail.—Closes per s.s. Prinz Sigismund at 3 p.m. to-day.

Siberian Mail.—Closes per s.s. Chonan at 5 p.m. to-day.

New Road.

Tenders are being invited for forming a section of the road from Victoria Gap to High West Gap.

Removing Stone.

A Chinese name Kong No, who was charged at Police Court, this morning by Sergeant Jackson, with unlawfully removing stone from Crown land, was fined \$100.

Savage Assault.

A man who was alleged by Inspector Gerrard to have practically torn half a man's ear off, was sent to goal for a month and bound over for twelve months, by Mr. Hazeland, at the Police Court this morning.

Breakwater Lights.

It is notified that the piles in connection with the Admiralty Coalbing Depot, Kowloon, are now being removed, and the extremity of the new breakwater will for the future be marked by a red light from sunset to sunrise.

Summer Tours to Japan.

We have received from the Hongkong office of the Nippon Yusen Kaisha a neat little folder giving particulars of their summer tours between Hongkong and Japan. These commence June 1 and end on September 30.

Licensing Board Chairman.

His Excellency the Governor has been pleased to appoint the Honorable Mr. Arthur George Marchington Fletcher to act as a Member of the Licensing Board during the absence on leave of the Honorable Mr. Oland Severn.

Island Lot Sales.

Inland Lot 2023, Shaunkwan Road, is to be sold by auction at the P. W. D. Offices on the 26th inst. It is 2,322 square feet in extent, and the upset price is \$930. On June 2nd, Inland Lot 2025 will be sold. The area is 9,367 square feet and the upset price \$1,274.

Societies Exempted.

It is notified that the following Clubs have been exempted by the Governor-in-Council from registration under the Societies Ordinance, 1911:—Sport (Non-Chinese); The Hongkong Gymkhana Club; Sport (Chinese); The Hongkong University Union; Social (Chinese); The Yau Kow Club.

Spilled His Drink.

At the Police Court, this morning, before Mr. C. D. Melbourne, a Chinese was charged by Sergeant Wills, with stealing two bottles of stout, valued at 70 cents, from a godown. It was stated that, when the defendant was seen by an Indian watchman, he threw one of the bottles down and broke it. Defendant was sentenced to fourteen days imprisonment and four hours' stocks.

Smart Capture.

Detective Sergeant Wills was on the lookout on the Kowloon Wharves about eleven o'clock last night. He saw a coolie leaving the s.s. Kanagawa Maru. The officer stopped him and three fire-cracker bombs fell from under his coat. On examining the coolie Wills found that a case had been broken open and it was from this that the bombs had been stolen. At the Police Court, this morning, the man was sent to goal for seven days.

Gun Practice.

It is notified that information has been received from the military authorities that gun practice will be carried out as under:—On Tuesday, the 20th May, from Pak Sha Wan, in a North-easterly direction, between the hours of 7:45 p.m. and midnight. On Friday, the 23rd May, from Bolchere, in a North-westerly direction, between the hours of 9 a.m. All ships, junks and other vessels are to keep clear of the ranges.

1888.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the Week Ending May 10, 1888.

Truck Coolies in Trouble.
May 11, 1888.—Four Wyndham Street truck coolies were charged, before Mr. Sercombe-Smith this morning, with causing injury to a Chinese boy. The boy was taken to the police station by his mother, who laid the complaint. He had his thigh broken by being run over, and nearly a quarter of a pound of flesh cut out. He had to be sent to the hospital. The case was remanded for a week.

[It has taken Hongkong a long time to learn how to keep truck coolies within bounds.]

Australia and Chinese Immigrants.

The following telegram was sent on May 10, by Sir Henry Lock, Governor of Victoria, to the Governor of Hongkong—Sir W. Des Vaux:—

"I telegraphed on 8th May. Since received your telegram of same date, to which I replied that my Government deny that a new policy has been adopted; only strict enforcement of existing law, but which they desire should be carried out in a manner to obviate, as far as possible, loss or inconvenience to British merchants or passengers."

Chamber of Commerce.

May 12.—A Special general meeting of the Hongkong Chamber of Commerce will be held at the City Hall on the 22nd inst, for the purpose of appointing a member of the Legislative Council, *vice* Mr. A. P. MacEwen.

Peak Tramway.

May 12.—The Peak Tramway Company ran their cars up and down, this afternoon, in connection with the final trials. Our representative, who availed himself of the kind invitation sent by Mr. Findlay Smith, the Company's secretary, found the trip a most delicious one, everything working in a most satisfactory manner. An up car left at 4.8 p.m., passing Kennedy Road at 4.10, Bowen Road at 4.11, the junction at 4.14, the sharp curve at 4.15, and reached the Peak Station at 4.17. We hear that the Company expect to obtain their licence in the course of a week, when the public of Hongkong will avail themselves of one of the most pleasant and cheap excursions to be found in this quarter of the globe.

A trip to the Peak before breakfast, or after business hours, under such conditions, would really be a boon to the land-looking and sweltering population of this Malta and Gibraltar of the East."

Mr. Shelton Hooper.

The Appointment of Mr. Augustus Shelton Hooper to be Assessor, under the Rating Ordinance of 1888, is mentioned in the "Telegraph" of May 14.

Mortality Returns.

The deaths registered in the Colony for the week ending May 5, 1888, totalled sixty-nine, of which number only one belonged to the British or foreign community.

Visitors to the Museum.

The returns of the number of visitors to the City Hall Museum for the week ending May 13 of that year were:—Europeans, 161; Chinese, 1,945; total, 2,106.

Dr. Jordan.

May 14.—His Excellency the Governor has provisionally appointed Mr. Gregory Paul Jordan, M.B. and O.M.E.D., M.B.O.S. Eng., to be Health Officer and Inspector of Emigrants, *vice* Dr. Adams, who has resigned the appointment, to date from March 28 last.

Siamese Elephants in Hongkong.

"The two Siamese elephants which arrived here some two weeks ago, intended as a present from the King of Siam to the Emperor of Japan, and which, during their stay on the premises of Mr. Kennedy, were the centre of so much attraction to the junior population of the neighbourhood, were safely embarked on Saturday last, and left for Yokohama on Sunday afternoon on the steamer Monmouthshire."

Interesting Telegrams.

Among the Reuter wires received on May 18 was one announcing that the British Government had assumed the protectorate of North Borneo; and another to the effect that Mr. John Dillon,

M.P. had been sentenced to six months' imprisonment, [Mr. Dillon's offence was, of course, a political one.]

Richmond Terrace Estate and Building Co., Ltd.

The annual meeting of the shareholders of this Company was held on May 10 at the Office, 38 Queen's Road. Mr. J. D. Humphreys, general manager, presided and Messrs A. H. Mancell, J. S. Willmott, (secretary) and J. S. Hagen were present. After the adoption of the balance-sheet had been agreed to, the chairman proposed that Mr. A. W. Maitland should be re-appointed auditor for the ensuing year, and, when this had been seconded and carried, he assured those present that the capital of the Company had been fully and profitably employed.

1888.

SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for May 17, 1888. These quotations will appear every week, and comparison of quotations then obtaining with those of to-day should prove of much interest.

Hongkong and Shanghai Bank.—158 per cent. premium, sellers.
Union Insurance Society of Canton.—\$87.12 per share, sellers.

China Traders' Insurance Company.—\$68 per share.

North China Insurance.—Tls 285 per share, buyers.

Canton Insurance Company, Ltd.—\$74 per share, sellers.

Yangtze Insurance Association.—Tls. 105 per share, sellers.

Chinese Insurance Company.—\$170 per share, sellers.

Hongkong Fire Insurance Company.—\$322½ per share, buyers.

China Fire Insurance Company.—\$73 per share, sellers.

Hongkong and Whampoa Dock Company.—32 per cent. premium, sellers.

Hongkong, Canton and Macao Steamboat Company.—\$204 per share, sellers.

China and Manila Steamship Company.—\$62½ per share, buyers.

Hongkong Gas Company.—\$135 per share.

Hongkong Hotel Company.—\$170 per share, buyers.

Indo-China S.N. Company.—12 per cent. div., sellers.

Douglas Steamship Company.—\$63 per share, buyers.

China Sugar Refining Company, Ltd.—\$143 per share, sellers.

Luxon Sugar Refining Company, Ltd.—\$54 per share, sellers.

Hongkong Ice Company.—\$69 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$53 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company.—84 per cent. premium, buyers.

SANITARY BOARD.

Dust Carts and Street Watering in Kowloon.

The orders of the day for the meeting of the Sanitary Board to be held on Tuesday are as follows:—

1. Letter from Government relative to the erection of an additional water closet at the Hongkong and Shanghai Banking Corporation.

2. Mr. F.B.L. Bowley pursuant to notice will ask:—

"I. Between what hours do the dust carts and coolies with dust baskets patrol the Streets of Kowloon South of the North boundary of Jordan Road?"

II. How often daily and between what hours are the same streets swept?"

III. How often daily and between what hours are the same streets watered?"

IV. Who supervises the operations covered by the above questions?"

3. Suggested change in the Estimates for 1914.

4. Application for permission to erect a water closet at No. 3 Queen's Road Central, Marine Lot No. 103 section A.

5. Mortality returns from Macao for the week ending 28th April, 1913.

6. Mortality return for the week ending 28th April, 1913.

7. Laneswaching return for the fortnight ending 28th April, 1913.

8. Return for the weeks ending 3rd and 10th May, 1913.

THE ROYAL VISIT TO BERLIN.

How will it affect Anglo-German Relations?

[SPECIAL ARTICLE]

In a few days our King and Queen will commence their visit to Berlin in connection with the Royal Wedding on May 24, Empire Day. The Spring Review of the Guards Corps has been arranged to take place during their Majesty's stay as a special honour. This is the first state visit of a British Sovereign to the Capital of the German Empire and the hearts of all his subjects will be with King George for taking this opportunity of trying to give effect to the nation's wishes with regard to the better Anglo-German relations. Until 1895 the Kaiser was a regular visitor to Queen Victoria, but from that date his views on the interference with the affairs in the Transvaal did not make his visits welcome to the British nation and it was not until the Queen's funeral in 1901 that he again set foot on English soil. Our present King, as Prince of Wales, returned this visit in 1902 and since then the Kaiser has resumed his periodic sojourns in the British Isles. King Edward met the German Emperor at Kiel in 1904 and also at Cronberg in 1908; but the founder of our entente with France never paid an official visit to the German Capital.

The present unprecedented visit of our King and Queen is regarded primarily as family courtesy, but it is bound also to be given a political significance. How will it affect Anglo-German relations? "There can be no doubt," says Professor Eucken "that an improvement in the mutual relations between England and Germany is highly desirable. It is an unusual situation that these two great and capable nations, who have been, and can be, as much to each other, should find themselves in a condition of mutual irritation." Amen, say we all, but let us consider the situation. Since the Cresset guns of Pan-Slavism have driven back the Army trained by General von der Goltz and closed the Southern exit to German ambitions, a markedly softer tone has been noticeable in German official utterances in response to English pacific overtures. Circumstances have changed, demanding a fifty million war loan for the German Army. What does it portend? It can only mean that Germany is about to return to the Bismarckian tradition and, abandoning schemes of overseas expansion, is going to hew out for herself her destiny in Europe. Why should she not? Let her have Holland, Belgium and Luxembourg; give back if necessary Alsace Lorraine to France relinquishing all claims to interests in Morocco as compensation. When the old Emperor dies, let her have Austria (which should have joined the Empire in '68 or '70) and hand over Hungary to the Balkan States and the Polish Provinces to Russia, and having gone so far can we grudge her Switzerland and Denmark? It sounds very dreadful, but what could really be better for the good government and peace of Europe? Do we dread those German ports on the North Sea? Well, then we must stick to France and uphold her through thick and thin. We must be chary of flirtations with her enemies; we must put our military house in order and give her the requisite assistance "on the sixteenth day." The Entente must keep its face towards the enemy and it is nothing to fear. Our King and Queen are going to show the German nation we bear them no ill-will, but at the same time do not let us forget that the colossal military expansion of Germany bodes no good to Europe. Such stupendous efforts and sacrifices cannot be made without an object and we must not be lulled into security and inaction by words and courtesies which those who follow German statecraft realize can only be intended to arouse the suspicions of France and so overthrow our Entente.

CONCERT POSTPONED.

The Promenade Concert, announced to be held on the Cricket Ground to-night, has been postponed on account of the weather.

SPECIAL CABLES.

P. & O. ASSAYE AFIRE.

ALARMING DISCOVERY AT SINGAPORE.

(Our Own Correspondent.)

Singapore, May 17.

The P. & O. steamer Assaye was found to be afire in the after-hold while entering the port. Cotton, opium and tea in the hold have been damaged. The Assaye is not expected to leave for Hongkong to-day.

[On enquiry at the local office of the P. & O. Company this morning, we were informed by the Superintendent that a telegram was received by him last evening stating that the Assaye was afire, but no details were given.

The Assaye is well-known in Hongkong. She is, as is known, a mail-steamer, and her tonnage is 7,378. She was built by Messrs. Caird and Co., Greenock, in 1899, and her dimensions are as follows:—Length, 450 feet; breadth, 54.2 feet; depth, 31.6 feet. She is commanded by Capt. G. W. Cockman, R.N.R.]

ALLEGED EMBEZZLEMENT.

Defendant Who Waived Extradition Proceedings.

At the Police Court this morning, Harry Thurber, a mining engineer of Manila, was brought before Mr. F. A. Hazland, on a charge of embezzlement, the offence having, it was alleged, been committed in Manila. The amount alleged to have been embezzled is said to be between ten and eleven thousand pesos.

Yesterday as the s.s. Hang Sang was about to leave Hongkong for Shanghai, Chief Detective Inspector Collett, Sergeant Wills, and acting Lance Sergeant Cockle, went on board and Sergeant Wills arrested the defendant. The baggage was searched, all papers seized and P. 10,400 recovered. Defendant told the police he would waive extradition proceedings and return to Manila to stand his trial at the convenience of the police. It was proposed that defendant should sail on the s.s. Zafiro, which leaves this afternoon.

O. D. I. Collett stated the case to his Worship.

His Worship:—Is your name Harry Thurber?—Yes.

You are arrested for the commission of the crime of embezzlement within the jurisdiction of the American Court of Manila. You must either plead guilty or not guilty.—Not guilty.

You want a week's remand?

O. D. I. Collett:—I understand in this case he waived extradition.

His Worship:—I am not sure that he can waive extradition. Has it been done here?

O. D. I. Collett:—In that case I would have to withdraw.

When is he going back to Manila?—On the Zafiro this afternoon.

At any rate I shall have to make a report to the Governor of the proceedings.—Well, if the charge is withdrawn.

I have no objection to the charge being withdrawn.—He has signed an undertaking to return.

Well if the charge is withdrawn, prisoner is discharged.—He said he is quite willing to go back.

There is no objection to the charge being withdrawn if you are satisfied the man is going back.

Defendant then left the Court in the company of the police officers.

NEW POISONS.

By an order made by the Governor-in-Council under Section 9 of the Pharmacy Ordinance, 1908, as amended by the Pharmacy Amendment Ordinance, 1910, the following are hereby declared to be poisons within the meaning of the above Ordinance and are added to Part H. of Schedule A thereto:—

Stiponal and its homologues, whether described as Trional, Tetronal, or by any other trade name, mark, or designation. Diethyl-Barbituric Acid and other alkyl, aryl, or metallic derivatives of Barbituric Acid, whether described as Veronal, Propional, Medinal, or by any other trade name, mark, or designation; and all poisonous Urethanes and Uridides.

BANKRUPTCY COURT.

Partner who Tore up the Books and Left.

This morning, the Chief Justice, Sir William Rees Davies, K.C., sat in Bankruptcy jurisdiction at the Supreme Court, Mr. H. A. Nisbet appearing as Official Receiver.

A receiving order was applied for in the case of Chan Ka Heung, but, on the application of Mr. C. A. S. Russ, the matter was adjourned.

Mr. Russ said that his client wished to instruct counsel to oppose the application on the ground that the whole thing was a fake.

Mr. Nisbet, asked for an adjournment until the next court, in the matter of Li Ng who is applying for his discharge.

On the application of Mr P. W. Goldring, of Messrs Goldring Barlow and Morrell, the adjourned hearing of the petition in connection with the affairs of Sing Mow, was again adjourned. On the same solicitors' request, the hearing of the petition in connection with the affairs of Cheung In Kow was also adjourned.

On the application of the Official Receiver, A. A. da Silva was adjudicated bankrupt.

The Official Receiver said the meeting of creditors had been held.

His Lordship:—He undertakes to pay \$15 per month.

The Official Receiver:—Yes, my Lord; it is a money lending case.

Wong Lai Tong, who, the Official Receiver said, had absconded, was adjudicated bankrupt.

Outstanding Debts.

Chan Lam, 87 Aplichau, Aberdeen, in public examination, said he started as a grocer with \$800 capital. His liabilities were now \$2,800, and he had assets of \$2,400, including book debts and furniture. He attributed his insolvency to inability to collect outstanding debts from junk people.

The examination was closed.

R. M. O. Gutierrez, in public examination, said he was a clerk drawing \$130 per month. In June last year he started the business of Oliver and Co, ship chandlery, with two partners. One of the partners, the one who supplied the capital, tore up the books, and left the colony, leaving debtor to pay the debts amounting to \$7,000.

His assets were a stamp album worth \$100, and he had agreed to pay a monthly sum of \$30 a month for the benefit of his creditors. He had also borrowed from money-lenders. He had a wife and two children to maintain.

Mr. Goldring, who appeared for Mr. Harding, elicited the fact that debtor sold his piano for \$120, and used part of the money to pay some of his debts. That was before the filing of the petition.

Debtor was adjudged bankrupt and the public examination was closed.

Sharp Questioning.

Cheung In Chong was adjudicated bankrupt, and submitted to his public examination.

In answer to the Official Receiver, the debtor said that he lived at 31a Caine Road and that he was at one time associated with the Kwong Heung Steamship Company, in which he had shares to the amount of \$500. That firm was closed down in October of last year. He had now no assets; he had lost everything and had not a cent left.

The Official Receiver:—The only assets that you have is \$1,000 which has been paid to the Official Receiver for the benefit of the creditors?—Yes.

What is the amount of your debts?—Six thousand dollars.

To what do you attribute your insolvency?—Loss in business and also law suits.

Mr. Goldring on behalf of one of the creditors:—In July 1911, you bought two steamboats from Messrs Marty and Co?—I bought them on behalf of somebody else.

Notice

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.

AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:
HIGH CLASS TAILORS & EXPERIENCED CUTTERS;
Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central The Old Supreme Court. Telephone 1450

Notices

U. S. R. C.

PAGAL GYMKHANA FIRST MEETING.

Open to all members and subscribers and their friends.
Programme for Saturday, 24th May, 1913.

1st Event 3.45 p.m.—BENDING RACE. (Mounted.)

2nd Event 4.00 p.m.—AFFINITY RACE. TELEGRAM STAKES. (Mounted.)

3rd Event 4.20 p.m.—DISMOUNTED LLOYD LINDSAY. (Dismounted.)

4th Event 4.50 p.m.—TENT PEGGING. (Mounted.)

5th Event 5.15 p.m.—THREAD & NEEDLE RACE.—(Affinity.) (Dismounted.)

6th Event 5.40 p.m.—"ULTA-PULTA" Race on Mules. (Mounted on Mules, bare backed.)

7th Event 6.00 p.m.—GENERAL KNOWLEDGE STAKES.—(Affinity.) (Mounted.)

8th Event 6.20 p.m.—FURDAH NASHIN STAKES.—(Affinity.)

Entrance Fees 50 cents each event.

No Entrance Fees for Ladies.

The Ladies of the Indian Regiments will be "at Home."

A. L. BARRETT,

Hon. Secretary.

CANTON INSURANCE OFFICE LTD.

NOTICE IS HEREBY GIVEN that Scrip Certificate with respect to 5 shares numbered 5134/5138 in the above-mentioned Office standing in the name of Mr. COWASJEE FURDOONJEE POSTWALLA of Bombay, has been lost, and should the same not be produced before the 29th inst., a new Scrip Certificate will be issued to the said Mr. COWASJEE FURDOONJEE POSTWALLA, and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hongkong, 14th May, 1913. [876]

Today's Advertisement.

G. H. B. E.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 26th day of May, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land at Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot	Area	Frontage	Depth	Area	Frontage	Depth	Area	Frontage	Depth
1	1,100	100	110	1,100	100	110	1,100	100	110
2	1,100	100	110	1,100	100	110	1,100	100	110
3	1,100	100	110	1,100	100	110	1,100	100	110
4	1,100	100	110	1,100	100	110	1,100	100	110
5	1,100	100	110	1,100	100	110	1,100	100	110
6	1,100	100	110	1,100	100	110	1,100	100	110
7	1,100	100	110	1,100	100	110	1,100	100	110
8	1,100	100	110	1,100	100	110	1,100	100	110
9	1,100	100	110	1,100	100	110	1,100	100	110
10	1,100	100	110	1,100	100	110	1,100	100	110

DAIRY FARM NEWS.

Something Good.

HAVE YOU TRIED OUR

Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT TO BE ABSOLUTELY THE BEST IN THE COLONY

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.

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IN

VARIOUS DESIGNS AND COLOURS.

MEHTA & CO.

SILK MERCHANTS.

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LANE, CRAWFORD & CO. JUST ARRIVED.

LARGE CONSIGNMENT OF

FINEST WILTSHIRE

BREAKFAST BACON

FLAVOUR AND QUALITY

UNEQUALLED.

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IMITATED BY MANY

A DISTINCTIVE BOTTLE



A DISTINCTIVE WHISKY

EQUALLED BY NONE.

PRICE PER CASE 1 DOZ. QUARTS, DUTY PAID \$21.00

SOLE AGENTS

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WINE MERCHANTS.

Tel. No. 135. 8, Queen's Road Central, Hongkong.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.

"EMPRSS LINE."

Sailings from Hongkong and Quebec.

"E. of Russia"	May 21	"E. of Britain"	June 13
"E. of India"	June 7	"Allan Line"	July 4
"Monteagle"	June 21	"E. of Ireland"	July 29

All steamers leave Hongkong at 12 Noon.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Fraya (Opposite Blake Pier.)

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European, North Continental and British Ports, also Trieste, Lyons, Genoa, and all Mediterranean, Levantine, Black Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. SAXONIA	19th May	S.S. C. FERDINAND	19th June
S.S. FURST BULOW	25th May	S.S. PRUSSIAN	30th June
S.S. BIRENFELS	28th May	S.S. SILESIA	30th July
S.S. GOLDENFELS	13th June	S.S. BELGRAVIA	30th July

HOMEWARD.

For V. ver, S. ile, and/or T. & P. (Or.)	S.S. SAXONIA	20th May	For Havre, Bremen & Hamburg	S.S. SEGOVIA	19th June
For Rotterdam, Hamburg & Antwerp	S.S. BAYERN	20th May	For V. ver, S. ile, and/or T. & P. (Or.)	S.S. C. FERDINAND	19th June
For Marseilles, Havre & Hamburg	S.S. ARABIA	27th May	For Marseilles, Havre & Hamburg	S.S. FURST BULOW	27th June
For Rotterdam & Hamburg	S.S. ALESIA	9th June	For Rotterdam, Hamburg & Antwerp	S.S. BRASILIA	2nd July
For Marseilles & Hamburg	S.S. SAMBIA	12th June	For Marseilles, Rotterdam & Hamburg	S.S. ALTMARK	14th July

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOMATIC WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [48]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG. SATURDAY, 17th MAY.

10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN." FRIDAY, 16th MAY.

10.00 p.m. "FATSHAN." 5.00 p.m. "HEUNGSHAN."

These steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton Company's Steamers—Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." Tons 1651. S.S. "SUI AN." Tons 1651.

HONGKONG TO MACAO.

Week-days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 18th May.

The Company's Steamship.

SUI AN.

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer, carrying the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY, LIMITED.

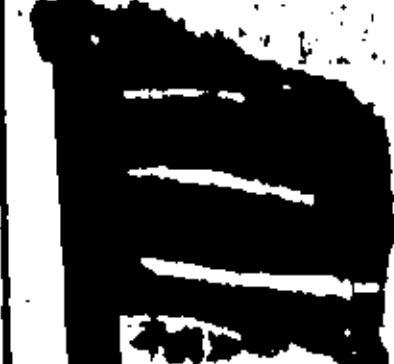
(HOTEL MANSIONS FIRST FLOOR).

(Opposite the Blake Pier.)

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Subject to Alteration

Destination	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said.	TANGO MARU. Capt. Yoshikawa. T. 13,500. KAMO MARU. Capt. Kawara. T. 16,000.	WEDNESDAY, 21st May, at daylight. WEDNESDAY, 4th June, at daylight.
VICTORIA, B.O. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimizu and Yokohama.	SHIDZUOKA MARU. Capt. Iizawa. T. 12,500. STAMBA MARU. Capt. J. Teranaka. T. 12,500.	TUESDAY, 20th May, at 4 p.m. TUESDAY, 3rd June, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	NIKKO MARU. Capt. Yagi. T. 9,600. KUMANO MARU. Capt. Winckler. T. 9,600.	WEDNESDAY 4th June, at noon. WEDNESDAY, 2nd July, at noon.
CALCUTTA via S'pore, Penang, & Rangoon.	KANAGAWA MARU. Capt. M. Machida. T. 12,500.	TO-DAY, 17th May.
BOMBAY via Singapore and Colombo.	SHINYO MARU. Capt. Okuma. T. 12,500. MISHIMA MARU. Capt. Moses. T. 16,000.	MONDAY, 26th May. THURSDAY, 22nd May, at 11 a.m.
KOBE & YOKOHAMA.	CEYLON MARU. Capt. Tozawa. T. 6,000. YAWATA MARU. Capt. Sekine. T. 7,000.	MONDAY, 26th May. WEDNESDAY 4th June, at noon.
SEAHAM, MOJI & KOBE.	KAMAKURA MARU. Capt. Hori. T. 12,500.	WEDNESDAY, 21st May.

Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to Telephone No. 292.

[5]

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI	"CHENAN"	To-day, at midnight.
SWATOW, Amoy, Ningpo, and Shanghai.	"TAMSUI"	18th May, at 4 p.m.
CHINWANGTAO	"ICHANG"	19th May, at 4 p.m.
MANILA, CEBU & ILOILO	"CHINHUA"	20th May, at 4 p.m.
SHANGHAI	"LUCHOW"	22nd May, at 4 p.m.
WEIHAIWEI & TIENTSIN	"HUICHOW"	24th May, at noon.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney & Melbourne.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI."

MANILA LINE.—Twin Screw Steamers "Tean" & "Taming" saloon accommodation amidships, electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chepan, Linan, Chihua), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

This steamer land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents

Telephone No. 357.

Hongkong 16th May, 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG."

CAPT. PANNIER.

Will leave Hongkong for Haiphong ON OR ABOUT SUNDAY, 18 MAY AT NOON.

For Freight and passage apply to P. THOMAS.

Agent.

MESSAGERIES MARITIMES

Shipping

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship	T.	Captains	For	Sailing date
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Iloilo and Cebu.	SATURDAY To-day, 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	TUESDAY 27th May, 4 p.m.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NEW YORK, PHILIPPINES, CHINA, JAPAN, ETC.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 7th May 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tijpanas	JAVA	2nd half May	SHANGHAI	2nd half May
Tijbodas	SHANGHAI	2nd half May	JAVA	2nd half May
Tijlatap	JAPAN	2nd half May	JAVA	2nd half May
Tijmanok	JAPAN	1st half June	JAVA	1st half June
Tijmah	JAPAN	1st half June	JAVA	1st half June
Tijtarom	JAVA	1st half June	JAPAN	1st half June
Tijkini	JAVA	2nd half June	SHANGHAI	2nd half June
Tijltong	JAVA	2nd half June	SHANGHAI	2nd half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Chiyo Maru"	22,000	W.W. Greene	May 27th
S.S. "Nippon Maru"	11,000	A. G. Stevens	June 17th
S.S. "Tenyo Maru"	22,000	E. Bert	June 24th
S.S. "Shinyo Maru"	22,000	H.S. Smith	July 15th

The S.S. Chiyo Maru will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu on Tuesday the 27th May at noon.

These steamers are equipped with Turbine Engines and Triple Sorews.

All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz).

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Hongkong Maru	11,000	Wednesday June 4, Noon
Kiyo Maru	17,200	Tuesday, August 5, Noon 1913

For Further Particulars as to Fares and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons twin screws.	25,000 tons, twin screws.	24,000 tons, twin screws.
Also Nile, 15,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (The Pacific of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bells Keels.

THE COST is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but 40s. including berth and meals across America. To San Francisco via Japan and Honolulu the cost is 64s. For the INTERMEDIATE SERVICE First Class accommodations are provided for 4 to London (return ticket 40s) and to San Francisco 4s. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers	Manchuria	Tons	Starting	May 20, at 1 p.m.
"Nile"	11,000		June 3, at 3 p.m.	
Mongolia	27,000		June 10, at 1 p.m.	

Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive	Leave	Due
Manila	Manila	Manila	Hongkong

June 3 NILE June 5 June 21 PERSEA June 23

July 1 PERSEA July 3 July 19 CHINA July 21

July 8 KOREA July 10 July 10 MANCHURIA July 29

Intermediate Steamers. L.T. CO. AN INTERMEDIATE FOR YOU.

King's Building (opp. Blake Pier). O. H. RITTER, Acting Agent. Telephone No. 141.

Hongkong, 16th May, 1913. Pacific Mail International Expedition-San Francisco-1913.

DOUGLAS STEAMSHIP CO., LD.

Hongkong, South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
HAIVANG	A. E. Hodgins	TUESDAY, 20th May, at 11 a.m.
HAICHING	W. O. Passmore	FRIDAY, 23rd May, at 11 a.m.
HAITAN	J. S. Rosch	TUESDAY, 27th May, at 11 a.m.

FOR SWATOW.

HAIMUN J. W. Evans. WEDNESDAY, 21st May, at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.

General Managers.

LOG BOOK.

U.S. Shipyards Show Increase.

Returns received at Washington, D. C. by the Bureau of Navigation of the Department of Commerce indicate that the current fiscal year will show an output of American shipyards greater than for any of the past four years, and equal to the average annual output for any series of active years of construction. For the 9 months ended March 31 the merchant vessels built in the United States and officially numbered by the Department comprised 1,114 of 260,265 gross tons, compared with 1,051 of 151,341 gross tons for the corresponding nine months a year ago. As the spring and early summer are generally the season of greatest progress the output for the year will probably reach 400,000 tons. Steel steamers built aggregate 151,507 tons, compared with 75,507 tons for the corresponding 9 months a year ago. Shipbuilding on the Great Lakes shows little change, but the total output on the Atlantic sea-board has increased from 54,522 tons to 161,081 tons. Wood sailing vessels show a decrease and from only a small fraction—11,971 tons—of the total for the United States.

Shipping Combines.

Within the space of a few years the historic Royal Mail Steam Packet Co., so long associated with the West Indies mail service—has expanded into the largest shipping combine in the world. While its absorption of the Union-Castle line is still fresh in public memory, it has now acquired the Nelson line, trading to South America, which gives it a total tonnage of nearly one and a half millions. The Hamburg-Amerika line is said to come second, and the International Mercantile Marine—the formation of which created a stir a few years ago—is third only, with a little over a million tons. These gigantic amalgamations are quite in accordance with the modern tendency to substitute co-operation for cut throat competition in every sphere of life—except armaments. But in respect of shipping it is a tendency which closely affects empire interests and needs careful watching. Australia and New Zealand, as exporters of frozen meat, and South Africa as an exporter of maize—to name only one or two cases—are competitors with South America for the British market, and have sometimes had to complain about freight rates, though there does not seem to be much ground for complaint at present. They can hardly be expected to view without anxiety the prospect of a carrying monopoly which would be as much interested in the development of South American as of British countries. But the way to protect the British interest is not by deriding the economic process of combination, but by creating some joint authority, such as the proposed Empire Development Board, for looking after the shipping interests of the Empire as a whole. Such a Board, or any new Empire Government, might be able to deal more easily with a few big companies than a host of small ones.—"United Empire."

A Coincidence.

By a curious coincidence, the number of foreign ocean-going steamers entered at Shanghai during the quarter, January to March 1913, is exactly the same as the number entered during the quarter before, while the aggregate tonnage is 10,568 tons more. The number of steamers entered last quarter was 769 ships of 1,611,001 tons. The number of foreign river steamers entered during last quarter was 226 ships of 352,242 tons against 272 ships of 396,027 tons during the quarter before. Chinese ocean-going steamers numbered 193 ships of 213,995 tons, against 248 ships of 279,630 tons during the quarter ended December 1912. Chinese river steamers numbered 69 of 81,381 tons against 75 ships of 81,882 tons in the quarter before.

HOTEL LISTS.

Hongkong Hotel.

Ackerson, Mrs. Luchinger, F.
S. L. Ludgate, Miss
Aurely, G.
Barberini, E. T. MacDonald, Mr.
Baring, M. and Mrs. and
Bate, E. R. child & nurse
Beaumont, E. A. MacDonald, D.
Behrens, J. MacIntyre, Mr.
Bellios, Mrs. E. and Mrs. Neill
Bena, G. A. Mann, Mr. and
Beynon, Capt. Mann, H. W.
C. R. Mahoney, J. A.
Bovet, Martin, G.
Brown, R. Matheson, Mrs.
Brown, R. F. R. T. and
Cambridge, A. J. child.
Campbell, A. G. McDonald, Miss
Carter, Mrs. O. B. B.
Claxton, A. A. McKean, Dr. G.
Coolidge, Mr. and W.
Mrs. J. G. McKeller, Mr.
Cowen, Mrs. W. McKenna, Dr.
Crocker, Miss C. W. and Mrs.
Damon, Mr. and Mercey, J.
Mrs. H. Meyrick, Capt.
Davis, C. H. T. M.
Davis, Mr. and Moore, R. J.
Mrs. C. R. Mosley, R. N.
Davison, Capt. & Mosley, J. H.
Mrs. W. Muldor, J. D. F.
Derisano, Mr. & O'Leary, Miss
Mrs. & 2 children.
Dewar, J. Pilla, F.
Douglas, Mrs. R. Piper, Miss
H. Ray, E. H.
Doubler, F. H. Reay, Miss F.
Dowley, W. A. Reed, Miss T.
Duncan, N. P.
Edward, J. E. Renton, Mrs. G.
Ehrenfeld, Mr. & I.
Mrs. H. C. Ricketts, Mr. &
Estey, Mrs. R. Smith, J. R.
Eyre, Miss Smith, S. H.
Farrell, E. H. Smith, Mr. and
Farrell, U. A. Smith, Chester
Finlayson, Mrs. O. Sorby, V.
Fisher, H. G. Sutherland, P. D.
Flavelle, J. W. Spiro, S.
Flurschohn, Miss Stangard, W.
Fortson, Mrs. G. Sime, Mrs. J. C. Square, Miss.
H. Smith, Mr. and Sundhurst, G.
Gagge, Mr. and Mrs. K. Smith, S. H.
Gordon, A. G. Smith, Mr. and
Goulbourn, V. Mrs. F. L.
Gould, Mr. J. Smith, Chester
Gourgey, J. Sorby, V.
Gover, R. G. Sutherland, P. D.
Gransley, W. E. Spiro, S.
Grisogono, P. O. Square, Miss.
Gunn, Mrs. Stangard, W.
Hanna, Dr. J. G. Sundhurst, G.
Harbord, W. T. Tapp, J. R.
Hedges, Mrs. L. Thomas, Mr. &
B. Mrs. C. E.
Hedges, Master Thomas, Mrs.
E. W. A. E.
Hewitt, Hon. E. Thomas, Miss
A. C. M. G. Olive
Hobart, Mrs. Thomas, Miss
Hopkins, G. H. Marion
Howard, Mrs. & Thomas, J. W.
Miss Victor, Mr. and
Hunt, Mr. & Mrs. R.
F. U. Vickers, Miss
Innes, Capt. R. Wanger, Mr. &
Jordon, Miss A. Mrs. C. H.
L. Ware, Mr. and
Jordon, Miss D. Mrs. J. G.
C. Wardell, Mr.
Jordon, Miss L. Mrs. I. S.
H. Watkins, H.
Judah, Mrs. A. Watts, Mrs. I.
N. E. W.
Kaufmann, C. Webb, Mr. and
Kendall, I. Mrs. B.
Kinghorn, R. H. Weidner, W. E.
Kirkpatrick, R. White, F. P.
H. White, H. W.
Krusematt, A. White, D.
Lambert, Mrs. Withington,
W. H. Mr. & Mrs. J.
Lang, Mr. and W.
Mrs. A. R. Wood, G. G.
Lewis, Mrs. P. Woodrow, J. B.
Lobb, Dr. E. L. Yeaddell, S. P.
M. Zalesky, H. G.

Grand Hotel.

Almberg, E. Mayr, Mr. and
Bogge, D. Mrs.
Bonetta, Miss V. Mehl, L.
Bouphesky, Mr. Meyer, N.
& Mrs. Miller, F.
Bradman, S. Moller
Brill, Dr. Moonan, J.
Craw, Mr. and Mulvey, E. C.
Mrs. Parshall, J.
Grant, G. Rohlig, Mr.
Krenk, O. Mrs. & Miss
Fridley, G. Schmidt
Haden, F. Soon, Kim
Karkatzky, Mrs. Stephanos, Miss
& Miss Thomas, Mr. &
Kegg, Dr. Mrs. A.
Kuh, Watkins, G.
Lorrie, Weismann, C.
Lenoir, Miss F. Willis, E.

Orangeburn.

Bevington, F. Mullins, Lieut.
Caldwell, Mr. Col. & Mrs. A.
Caldwell, Miss J. R. G. A.
Carpenter, Mr. Moxley, Miss
& Mrs. Nation, W.
Cornell, W. A. Ram, E. A.
Haselfoot, Lt. Galbraith, V.
& Mrs. M.
Kydd, Mr. and Smith, Mr. G.
Mrs. Smith, E. G.
Morley, Mrs. Wood, E. M.

Afridol Soap

gives splendid results in
all kinds of skin diseases
especially



Prickly Heat

Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "MANCHURIA"
FROM SAN FRANCISCO, JAPAN
PORTS AND MANILA.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of lading for counter-signature and take immediate delivery of cargo from alongside.

Cargo remaining undelivered Thursday the 16th, inst., five p.m. will be landed at consignees risk and expense.

Cargo remaining undelivered Wednesday 21st inst. at noon, will, in addition to landing charge be subject to storage charge.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Tuesday May 20th, 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 14th 1913, otherwise they will not be recognized.

O. H. RITTER,
Acting Agent.
Hongkong, 14th May, 1913. (889)

NORDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES:
The Steamship
"GOEBEN,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery day be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Consignees

INDO-CHINA STEAM NAVIGATION CO., LTD.

FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship
"SUISANG"
having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 13th inst., will be landed at Consignees risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON
AND CO., LTD.,
General Managers.
Hongkong, 12th May, 1913. (867)

AMERICAN & ORIENTAL LINE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"MINERIC,"
having arrived, Consignees of cargo are hereby informed that their goods, are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the godown, and all goods remaining after the 21st inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godown, where they will be examined on the 21st inst. at 9.30 a.m.

All claims must be presented to the undersigned on or before the 24th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
THE BANK LINE LTD.,
Agents.
Hongkong, 14th May, 1913. (873)

Consignees

INDO-CHINA STEAM NAVIGATION CO., LTD.

FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship
"SUISANG"
having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

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Hongkong, 12th May, 1913. (867)

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All claims must be presented to the undersigned on or before the 24th inst. or they will not be recognized.

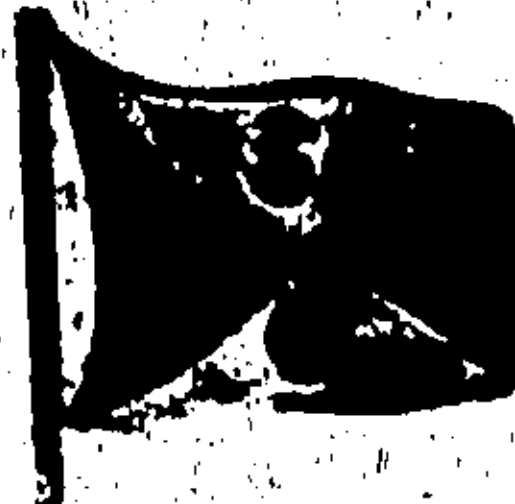
No Fire Insurance will be effected.

Bills of Lading will be countersigned by
THE BANK LINE LTD.,
Agents.
Hongkong, 14th May, 1913. (873)

To Sail

AMERICAN ASIATIC S.S. CO.

Hongkong—New York.



FOR NEW YORK VIA
PORTS & SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

S.S. "CITY OF BARODA"
on or about 29th May, 1913.

For freight and further information, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, May, 6th 1913. (846)

Regular Steamship Service

With Liberty to call at the
Malabar Coast.

Proposed Sailing From Hongkong.
FOR NEW YORK.

S.S. "LOTHIAN" on or about
19th May.

For freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 30th April, 1913. (838)

AMERICAN AND ORIENTAL LINE.

(ANDREW WEIR & Co.)
FOR BOSTON & NEW YORK.

THE Steamship
"JESERIO"
Captain R. White, will be de-patched for the above ports on 6th, June 1913.

For freight and further information apply to
THE BANK LINE Limited,
Agents.
Hongkong, 14th May, 1913. (839)

Notices

FRESH CONSIGNMENT OF SUMMER CORSETS JUST UNPACKED.

ROYAL
W O R C E S T E R B O N S O N

Also
A LARGE VARIETY OF
CLUNY TORCHON
And
KULING LACES

American
Corset Store.

16 Des Voeux Road.

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.

Week Days.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. " 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 3.00 p.m. " 15 min.

3.00 p.m. to 4.10 p.m. " 10 min.

NIGHT CARS.

8.30 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 2.00 p.m. " 15 min.

2.00 p.m. to 3.00 p.m. " 10 min.

3.00 p.m. to 4.00 p.m. " 15 min.

4.00 p.m. to 5.00 p.m. " 10 min.

5.00 p.m. to 6.00 p.m. " 15 min.

6.00 p.m. to 7.00 p.m. " 10 min.

7.00 p.m. to 8.00 p.m. " 15 min.

8.00 p.m. to 9.00 p.m. " 10 min.

9.00 p.m. to 10.00 p.m. " 15 min.

10.00 p.m. to 11.00 p.m. " 10 min.

11.00 p.m. to 12.00 a.m. " 15 min.

12.00 a.m. to 1.00 a.m. " 10 min.

1.00 a.m. to 2.00 a.m. " 15 min.

2.00 a.m. to 3.00 a.m. " 10 min.

3.00 a.m. to 4.00 a.m. " 15 min.

4.00 a.m. to 5.00 a.m. " 10 min.

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2.00 p.m. to 3.00 p.m. " 10 min.

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4.00 a.m. to 5.00 a.m. " 10 min.

5.00 a.m. to 6.00 a.m. " 15 min.

6.00 a.m. to 7.00 a.m. " 10 min.

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9.00 a.m. to 10.00 a.m. " 15 min.

10.00 a.m. to 11.00 a.m. " 10 min.

11.00 a.m. to 12.00 p.m. " 15 min.

12.00 p.m. to 1.00 p.m. " 10 min.

1.00 p.m. to 2.00 p.m. " 15 min.

2.00 p.m. to 3.00 p.m. " 10 min.

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4.00 p.m. to 5.00 p.m. " 10 min.

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6.00 p.m. to 7.00 p.m. " 10 min.

7.00 p.m. to 8.00 p.m. " 15 min.

8.00 p.m. to 9.00 p.m. " 10 min.

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11.00 p.m. to 12.00 a.m. " 15 min.

12.00 a.m. to 1.00 a.m. " 10 min.

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3.00 a.m. to 4.00 a.m. " 15 min.

4.00 a.m. to 5.00 a.m. " 10 min.

5.00 a.m. to 6.00 a.m. " 15 min.

6.00 a.m. to 7.00 a.m. " 10 min.

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1.00 p.m. to 2.00 p.m. " 15 min.

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5.00 p.m. to 6.00 p.m. " 15 min.

6.00 p.m. to 7.00 p.m. " 10 min.

7.00 p.m. to 8.00 p.m. " 15 min.

8.00 p.m. to 9.00 p.m. " 10 min.

9.00 p.m. to 10.00 p.m. " 15 min.

10.00 p.m. to 11.00 p.m. " 10 min.

11.00 p.m. to 12.00 a.m. " 15 min.

12.00 a.m. to 1.00 a.m. " 10 min.

1.00 a.m. to 2.00 a.m. " 15 min.

2.00 a.m. to 3.00 a.m. " 10 min.

COMMERCIAL.

SHARE REPORT.

Messrs Wright and Hornby in their weekly Share Report, dated May 17, state:

Our local market has been somewhat erratic during the past week although a fair amount of business has been done at, in many instances, a decline on last week's quotations. The market closes firm with a good general inquiry.

Para Rubber is quoted from London at 3/10 per lb, and the market for shares closed steady yesterday.

Bar Silver is 28.1-16 per oz for ready and 28.1-4 per oz for forward delivery. Exchange on London opened this morning at 2/3.16 T.T.

Banks:—Hongkong and Shanghai Banks have been placed at \$805, closing at \$804; London quotes \$811/-.

Marine Insurance:—Unions are firm at \$790 after small sales at the rate. Canton remains steady at \$325. Yangtzes have buyers in the North at Taels 187½ ex 73 and North Chinas at Taels 132½.

Fire Insurance:—China Fires are wanted at \$146 after sales at 147 and Hongkong Fires are obtainable at \$350.

Shipping:—There are sellers of Hongkong Canton and Macao Steamboats at \$27½, China and Manila at \$1, buyers offering \$9, and Douglas's at \$41. Indos (combined shares) are quiet and without any business to report in them at \$92 ex div. London quotes \$97/6. Shell Transports are quoted from London at \$517/- middle.

Refineries:—China Sugars could be placed at \$107 and Luzons at \$36.

Mining:—Rauba declined from \$3½ to a buying quotation of \$3.40, but have again risen to \$3½. Tronohs are wanted for London account at \$81/- Langkats have sold at Tls. 60½ and Tls. 60, closing steady at the latter figure.

Docks Wharves and Godowns:—Sales of Hongkong and Whampoa Docks have taken place at 71 and 71½, closing with probable buyers at the former figure. Shanghai Docks are quoted from the North at Tls. 62.1-2 buyers. New Amoy Docks are steady at \$8. Kowloon Wharves close with sellers at \$83.1-2, buyers offering 83. Hongkong Wharves are quoted at Tls. 113 buyers.

Lands, Hotels and Buildings:—Hongkong Lands have changed hands at \$110 and more shares are obtainable at this rate. Kowloon Lands have buyers at \$38 and West Points at \$68.1-2. Humphreys Estates have buyers at \$1.4 and sellers at \$1.2. Hongkong Hotels are in demand at 115 and 76.

Cotton Mills:—There are sellers of Hongkong Cottons at 91. Shanghai Cottons are quoted at Tls. 135 sellers, Laon Kung Mows 107, Kung Yiks 144 and Ewo's at Tls. 142½ buyers.

Miscellaneous:—Hong Kong Electric is wanted at 34½, A. S. Watsons at 8½, Wm. Powells at 9½, China Light and Powers at 31½, Ropes at 21, Hongkong Ice at 177, China Providents at 8.60, Cements at 4.90 and Union Waterboats at 17. There are sellers of Low Level trams at 71½ and buyers at 71. Dairy Farms are offering at 26 and Peak trams at \$11½ and 1.

Quotations received by cable from London to-day:—

Banks	\$811/-	Middle
Indos	\$97/6	"
Shells	\$517/-	"
Tronohs	\$41/-	Buyers
Mexican Eagles	\$2/-	Middle
Ural		
Caspians	\$2/14/-	"

—SHORT STORY.

(Continued from page 3).

I stand." He went on to explain a lot about contracts and stockholders and verbal agreements which I can't give here.

At last I said: "Why did you want to ask me Don?"

He turned very red and stammered:—"Because I—because I knew you would give me courage to do right, I suppose."

"Ah, then you know," I whispered. "That's the great thing, you know!"

We sat there for a long time in front of our wood fire, talking, discussing and understanding.

Our married life is like that now. Every now and then there comes what must be a sort of honeymoon feeling, a renewed consciousness of intimacy, or responsibility each for the other, and a revelation of how best we can help each other, which is an inspiration for the future. Then we go out again to our daily tasks

—I to my girls and schools, he to his rails and men—illuminated and lifted up. It is like the high place where Moses went up to worship, bringing back encouragement and spiritual energy. These moments pass, yet the effect of them glorifies all our tiresome, common acts for many days.

Don did do right of course. That was the apex of my career—to have saved his soul alive. And then his apex—the presidency. But the time of revelation is not yet—"The Ladies' Home Journal."

THREFT BY SOLDIERS.

Two D.C.L.I. Men Guilty of a Larceny.

David John Williams and Fred King, both privates in the Duke of Cornwall's Light Infantry, were sentenced to fourteen days each for larceny, by Mr. C. D. Melbourne, at the Police Court, this morning.

It appears that about 9.30 last night the two defendants visited the shop of Po Cheung, jewellers, Haiphong Road, Kowloon, and asked to see some rings and watches. They stole a ring and a watch and made off. The people in the shop followed them blowing a police whistle. Eve usually Indian Constable 248 stopped the defendants and arrested them.

Defendants pleaded guilty and were sentenced as stated.

The B. I. s.s. Culna.

Madras, April 21.—The B. I. S. N. Co.'s steamer "Culna," which was detained in Madras for over a week on account of a serious fire in her hold, has sailed for England. As the result of the fire not much damage was caused to the vessel itself though approximately Rs. 40,000 worth of cargo, mostly from Calcutta, was destroyed. The necessary repairs to make the vessel fit for the voyage were carried out in Madras.

POST OFFICE.

MAILS VIA SIBERIA.

Left London	Due Shanghai
April 26	May 12
May 2	May 17

MAILS DUE.

French, Paul Lecat, 18th inst.

The Paul Lecat, with the French mail, is expected to arrive here to-morrow, at daylight.

MAILS CLOSE.

Swatow, Amoy and Tamsui—Per Daigai-maru, 18th May, 9 a.m.

Haiphong and Pakhoi—Per Si-kiang, 18th May, 9 a.m.

Shanghai, North China and Japan via Kobe—Per Paul Lecat, 18th May, 9 a.m.

Swatow and Deli—Per Signal, 19th May, 8 a.m.

Swatow Per Paklat, 19th May, 11 a.m.

Macao—Per Sui Tai, 19th May, 1.15 p.m.

Batavia, Cheribon, Samarang and Sourabaya—Per Tjilatjap, 19th May, 2 p.m.

Cningwangtao—Per Ichang, 19th May, 3 p.m.

Batavia—Per Tjibodas, 19th May, 3 p.m.

Ningpo, Shanghai and North China—Per Kwongsang, 19th May, 3 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 20th May, 10 a.m.

Samarang and Sourabaya—Per Childir, 20th May, 10 a.m.

Swatow, Tsingtau and Tientsin—Per Chipshing, 20th May, 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Polynesian, 20th May, 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, South America and San Francisco (Europe via Siberia)—Per Manchuria, 20th May, noon.

Macao—Per Sui Tai, 20th May, 1.15 p.m.

Singapore, Penang, Rangoon and Calcutta—Per Japan, 20th May, 2 p.m.

Philippine Islands—Per Chinbua, 20th May, 3 p.m.

Mauritius—Per Clara Jebson, 20th May, 3 p.m.

Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria and Seattle—Per Shidzuoka-maru, 20th May, 3 p.m.

Straits and Ceylon—Per Tangamaru, 20th May, 3 p.m.

Swatow—Per Haimun, 21st May, 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Russia, 21st May, 11 a.m.

Swatow, Amoy and Foochow—Per Kaijo-maru, 21st May, 1 p.m.

Macao—Per Sui Tai, 21st May, 1.15 p.m.

Macao—Per Sui Tai, 22nd May, 1.15 p.m.

Shanghai and North China—Per Luchow, 22nd May, 3 p.m.

Swatow, Amoy and Foochow—Per Haiching, 23rd May, 10 a.m.

Macao—Per Sui Tai, 23rd May, 1.15 p.m.

Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands—Per Guthrie, 24th May, 10 a.m.

Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin—Per Empire, 24th May, 10 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 23rd May, at 5 p.m.—Per Delta, 24th May, 11 a.m.

SHIPPING NEWS.

ARRIVED.

Dainichi Maru, Jap. s.s. 1,700, Nakumara, 16th May—Moi 10th May, Coal.—M. B. G. K.

Wingsang, Br. s.s. 1,424, Lieh-mann, 17th May—Hong-gay 13th May, Coal.—J. M. & Co.

Luchow, Br. s.s. 1,216, Meathael, 17th May—Shanghai, Gen.—B. & S.

Kaijo Maru, Jap. s.s. 1,900, Y. Yamamoto, 17th May—Swatow 16th May, Gen.—O. S. K.

Chonan, Br. s.s. 1,355, L. Jones, 17th May—Canton 16th May, Gen.—B. & S.

Lysemoon, Ger. s.s. 1,238, Sale, 17th May—Saigon 13th May, Rice.—Order.

Liberia, Ger. s.s. 3,669, Schroder, 17th May—Shanghai 14th May, Gen.—H. A. L.

Handagua, Am. s.s. 1,723, Lerala, 17th May—Manila 13th May, Sugar.—S. T. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

May 16.

Chicago-maru, for Victoria. Varg, for Canton.

May 17.

Daigai-maru, for Tamsui. Kwangtah for Shanghai.

Kwongshun Lee, for Swatow. Chenan, for Shanghai.

Kongwai, for Bangkok. Yuensang, for Manila.

Prinz Sigismund, for Sydney. Dainichi-maru, for Shihinyao.

Taiantau, for Singapore. Kutsang, for Kobe.

Foohsing, for Calcutta. Kiukiang, for Newchwang.

Zafiro, for Iloilo. Luchow, for Canton.

Tamsui, for Swatow.

DEPARTED.

May 17.

Nubia, for Yokohama. Segovia, for Yokohama.

Chihli, for Macao. Suisang, for Kobe.

Kanagawa-maru, for Calcutta. Choising, for Swatow.

Chicago-maru, for Moji. Zafiro, for Philippine Islands.

P. Sigismund, for Philippine Is. Kwangtah, for Shanghai.

Kongwai, for Siam. Kutsang, for Kobe.

Foohsing, for Straits. Yuensang, for Philippine Islands.

Kiukiang, for Newchwang. Taiantau, for Hoilow.

PASSENGERS ARRIVED.

Per s.s. Luchow, arrived 17th inst. from Shanghai:—

Huff, Miss Kennedy

PASSENGERS DEPARTED.

Per s.s. Goeben, sailed on 15th inst. for Shanghai, &c.:—

Astle, Mr. and Niyiyama, K. Mrs. H. M. Niblock, Mr. & Bristor, G. H.

Brown, L. Obey, G. F. Bruce, B. B. Provost

Cameron, D. Rohlig, O. Colman, G. S. Rohlig, O.

Chambers, B. B. Ritter, Miss L. Comwell, Mr. & Smith, Miss E. Sexsmith, I. T.

Mrs. F. M. Steriches, Mr. & Day, J. O. Mrs.

Dahquek, H. M. Small, Mr. and Farlow, Mr. and Mrs. A. J. E.

Furner, F. A. M. Foster, Mr. and Smith, F. G.

Mrs. J. W. Stoddard, R. Hoppens, G. H. Schultz, G.

Havell, J. D. Thompson, Mr. & Mrs. J. W. Hayashi, Y.

Johnstone, L. Watkinson, Mr. & Mrs. Munroe, Mr. & Mrs. Geo.

McGill, Mr. and Mrs. B. Wilson, H. O. Chambers, D. Wausser, Mr. & Mrs. J. H. White, S.

Murray, J. Yates, Mr. and Meade, J. O. Moss, G. F.

Nunbormholme, Yates, Miss Lord & Lady Yates, Master

TIDE TABLE.

12th May to 18th May, 1913.

High Water, Low Water, Mean High, Mean Low.

12th May: High 10.15, Low 4.15, Mean High 8.15, Mean Low 6.15.

13th May: High 10.30, Low 4.30, Mean High 8.30, Mean Low 6.30.

14th May: High 10.45, Low 4.45, Mean High 8.45, Mean Low 6.45.

15th May: High 10.60, Low 4.60, Mean High 8.60, Mean Low 6.60.

16th May: High 10.75, Low 4.75, Mean High 8.75, Mean Low 6.75.

17th May: High 10.90, Low 4.90, Mean High 8.90, Mean Low 6.90.

WEATHER REPORT.

On the 17th at noon.—The barometer has risen moderately over South Japan, the S.E. of China and Formosa; and slightly over the Philippines. It has fallen quickly in N. China, a depression having formed to the north of Shantung.

Pressure is highest to the south of the Lower Yangtze Valley and is relatively low over the China Sea. A depression which formed over Japan yesterday, has passed into the Pacific.

Moderate to fresh E. and N.E. winds will prevail over the northern portion of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. E. and N.E. winds, moderate to fresh; cloudy, some drizzling rain.

1 Hongkong and Neighbourhood. N.E. winds, strong.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamooks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 17th May, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Wootock 7a 29.77 46 — se 1 0

Namuro 6a 29.83 — nne 2 0

Hakodate " 29.81 — nne 2 0

Tokio " 29.73 — nne 2 0

Kochi " 29.88 — wsw 1 0

Nagasaki " 29.95 — wsw 1 0

K'shima " 29.94 — nw 1 0

Oshima " 29.93 — n 3 0

Naha " " " " " " " "

Ishijima " 29.79 — nnw 1 0

Bonin Is. " 29.59 60 71 sw 8 c

Chefoo " " " " " " " "

Whaiwei " 29.59 60 71 sw 8 c

Hankow " " " " " " " "

Iohang " " " " " " " "

Kiukiang " " " " " " " "

Changsha " 29.92 59 — s 1 b

Shanghai " 29.93 60 — s 3 bv

Guttsiaf " 29.93 60 — s 1 b

Sharp P. 7a 30.12 71 — n 1 0

Amoy 6a 29.93 68 70 ene 1 b

Swatow " 29.94 66 73 ne 1 b

Taihou " 29.99 — e 4 0

Taihou " 29.94 — e 0 0

Taihou " 29.97 — e 0 0

Koshun " 29.95 — e 6 0

P'dores " 29.97 76 60 e 2 0

Canton " 29.94 73 71 e 2 0

H'kong " 29.91 — ene 4 0

Gap Rock " 29.91 73 — e 2 0

Macao " 29.91 73 — e 2 0

Wuchow " " " " " " " "

Pakhoi " " " " " " " "

Hoihow " " " " " " " "

Phuilen " 29.93 72 — nnw 2 0

Tourane " 29.91 77 — sw 2 0

C. St. J. " 29.94 75 — 0 or

Aparri " 29.92 75 — nw 1 0

Manila " 29.92 75 — 0 b

Legaspi " 29.92 75 — 0 b

Iloilo " 29.95 82 — sw 1 b

Bacolod " 29.95 88 — se 1 b

Cebu " 29.97 86 — se 1 b

Labuan " " " " " " " "

T. F. Claxton, Director.

Hongkong Observatory, May, 17.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.